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construction contracts cont.

8259 NE Union Ave-NE 82nd Ave Sec 1975
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C&A 5783 8-6-76

REPRO COPY

REQUIREMENTS
for
TECHNICAL REPORTS

Offices of Research and Development
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

IMPLEMENTATION OF DOT ORDER 1700.18A

June 1973

Repro Copy Requirements for Technical Reports

INTRODUCTION

1. PURPOSE AND SCOPE.

This statement of requirements applies to technical research and development (R&D) reports published by the Federal Highway Administration (FHWA). It applies to all final reports and to others which the FHWA contract manager (for studies contracted out to other organizations) or project manager (for staff or in-house studies) plans to have published or distributed. These provisions supplement those in DOT Order 1700.18A, which promulgates the "Format and Distribution Requirements for DOT Scientific and Technical Reports," September 1972 (DOT–TST–72–1). This DOT Order has been issued by the Office of Assistant Secretary for Systems Development and Technology, Department of Transportation.

This document is set up within the framework of and is consistent with the provisions of DOT–TST–72–1, amplifying some of them where necessary, and specifying preferred choices where options are provided. Where this document does not specify, the provisions of DOT–TST–72–1 apply.

Copies of this document are available from the Contracts and Procurement Division, HGS–10, Federal Highway Administration, Washington, D.C. 20590.

2. DEFINITIONS (and requirements regarding them).

a. *Reproducible copy (*or *repro copy)* constitutes original camera-ready copy (or equivalent) suitable for offset reproduction. The contract manager can furnish details concerning requirements of the reproduction equipment available in FHWA, if necessary. Specific acceptable forms and standards of quality are described in secs. 6 and 7 for text, sec. 9 for illustrations, and sec. 10 for tables.

b. *Front matter* includes disclaimer; foreword; title page; acknowledgment; table of contents; lists of figures and tables; lists of symbols, abbreviations, or special terms; and other introductory matter not part of the body of the report. Conclusions, recommendations, background discussions, and summaries, if they appear at the front of the report, are not front matter.

c. *Appended material* includes lists of references, footnotes, bibliographies, exhibits, supplements, and appendixes.

d. *Originals* are the papers bearing the markings actually made by the typewriter or by the draftsman's or artist's pen. For illustration artwork, unscreened photographic prints which preserve the sharpness, contrast, and other characteristics of the negatives or the originals from which they were made are equivalent to originals.

e. *Reproductions* are copies made by photography, Xerography, diazo processes, printing, or duplication. For the acceptability of reproduced material in repro copy, see secs. 6, 7, 9, and 10.

f. A *turn page* or *broadmeasure page* is one in which a table or figure is of such proportion that it is best set up to read parallel to the spine of the book. The table title and figure caption or legend must be turned to parallel the table or figure. The page number remains in the conventional location and is not turned. (Further instructions on tables and figures appear in secs. 9 and 10 of this document.)

g. The term *volume* designates an individual bound book. Most reports can be ac-

commodated in 1 volume each. When a report exceeds 400 pages of repro copy (including illustrations, tables, appendixes, and front matter), it should be divided into two or more volumes, each to be designated by a separate FHWA-RD number (see sec. 16 of this document), and by a volume number (Vol. 1, Vol. 2, etc.) as part of the subtitle.

Division into volumes should avoid splitting the main parts of the report. For example, if the body of the report will fit into 1 volume, then the appendixes can be grouped in the second volume. Exceptionally long reports may require that each appendix, or each of several groups of appendixes, have their own volume, or that individual chapters or groups of chapters have their own volumes. Avoid, if possible, splitting an appendix or chapter between volumes. So far as feasible, avoid splitting long reports into volumes of vastly disproportionate size. For example, it is better to break a 450-page report into two volumes of approximately equal size, or even into a 150-page volume and a 300-page volume, than to divide it into one of 400 pages and one of 50 pages.

Tables of contents, lists of figures, and lists of tables in multivolume reports should, if feasible, cover in *each* volume the contents of *all* volumes. Where individual volumes are produced consecutively, and the detailed contents and pagination of later volumes are not known when the earlier ones are sent to the printer, the later ones should cumulate this information so far as it is available. When the entire series of volumes is completed, it is recommended that the table of contents, etc., for the entire series be printed as an erratum or addendum to Vol. 1, if that volume has already been printed.

Do not designate individual volumes of multivolume reports as "section," "part," "chapter," or other kinds of subdivision. Even if the volume contains but one chapter or one appendix, it is still to be designated as a volume.

For treatment of pagination and front matter of multivolume reports, see secs. 5 and 16 of this document.

FORMAT AND PHYSICAL CHARACTERISTICS

3. DIMENSIONS.

Standard trimmed size for FHWA technical reports is 8 inches wide by 10½ inches high. Repro copy may be submitted on commercial standard size paper (8½ inches by 11 inches), or on somewhat larger stock, but it will be printed on the 8 by 10½-inch standard Government-size stock. To provide for adequate margins, the type page must not exceed 6½ inches by 9 inches, including page numbers and running heads. These maxima apply to all pages, regardless of content. Recommended average dimensions for the text page are 6 inches by 8½ inches. (See fig. 4.)

As already noted, repro copy can be submitted on paper larger than 8 by 10½ inches, but pages over 9 by 12 inches are not acceptable. All pages must be submitted on stock of the *same* size.

Foldout pages are permitted if necessary, but are not desirable. Special arrangements for them must be made by the contract manager or project manager. (Facing-page spreads may be used, but proper instruction to the printer must be furnished to assure accurate registration.)

4. PHYSICAL FORM.

A repro copy shall be made up for every numbered page in the report, and will contain text, figure and table captions, running heads, if any, and page numbers. Figures and tables to be reproduced in the original size will appear in place on the page. Others will be submitted separately, keyed by number to the proper page, and with the required reduction noted thereon.

The preferred physical form for repro copy is substantial, opaque, clear, white litho-coated or matte-finish paper with the image material (text or line-type illustration) in opaque, clean-outlined black, on one side of the paper only. Since FHWA technical publications are in general restricted to black-and-white reproduction, originals in color are acceptable only to the extent they can unquestionably be re-

produced satisfactorily in black and white. If color is absolutely essential, special arrangements for it must be made. Notations, guidelines, instructions to the printer, and other auxiliary matter on the copy which is *not* to be printed must be in nonreproducible blue.

Black-and-white glossy photographs adequately cemented to the paper are also acceptable. They should be at least 4 inches square in size. A duplicate set of the glossy prints, unmounted but adequately identified to match those mounted, will also be required.

An acceptable alternative to the above is negatives mounted in goldenrod, ready for platemaking. If the contractor uses this alternative all pages must be submitted in this form. This acceptable form of repro cannot be combined with the others. The contractor must also submit a set of positive (black-on-white) prints made from the mounted negatives.

5. PAGINATION.

Except for title page and covers, all pages in the report must be numbered. Unless the report has been specifically designated for loose-leaf format, only 2 series of numbers in a single volume are permitted—1 series of lower-case Roman numbers (ii, iii, etc.) for front matter, and 1 series of Arabic numbers for the remainder of the report.

Numbering with a different series for each chapter or appendix, hyphenated or decimal numbers, numbers combined with letters, and use of letters of the alphabet in place of numbers—all are unacceptable. On every page, the number must appear centered in the bottom of the text page, next to the bottom margin.

No pages will be left blank in repro copy or left blank except for numbers.

DOT Form F 1700.7, Technical Report Documentation Page (title page), is always considered page i, but is not numbered. Hence the front matter following the title page is always page ii.

Page 1 of the body of the report must always be numbered.

Chapters or sections may begin on even- or odd-numbered pages.

In multivolume reports, pagination starts anew with each volume.

Looseleaf format is not acceptable unless justified by the report's special requirements or functions (for example, the report's function as a manual or operating document subject to constant change over a prolonged period, and with strictly controlled circulation). Looseleaf format must be approved by the chief of the technical division concerned.

TEXT REQUIREMENTS

6. METHOD OF PRODUCTION.

Text matter may be either typeset ("hot" or "cold") or typed using typewriters that can produce copy acceptable as regards uniformity, color, neatness, and legibility. No objective standards regarding these attributes can be presented here. However, in general, electric typewriters equipped with plastic or paper carbon-coated ribbon are capable of producing acceptable copy. Typewriters using fabric (reusable) ribbon can make usable copy provided the ribbon is properly inked and not too worn, the type is clean and not worn, and the impressions are uniform, as is true of electric typewriters in good adjustment. However, constant vigilance is required. As for manually operated typewriters, acceptable copy is possible, but variability is likely to be too great.

Copy produced by computer-controlled typewriters or high-speed printers is acceptable provided it is equivalent in appearance to that produced by typewriters equipped with carbon-coated ribbon. Copy produced by computer-controlled machines equipped with fabric ribbons usually is not satisfactory for offset printing.

Corrections made in "cold" composition or typed repro copy must not compromise the quality of the final printed product. Corrections made with white opaquing fluid are not acceptable because of the fluid's unreliable opacity. Careful erasure, patching, and correction tape are less risky in this respect. Corrections made on machines equipped with inked fabric ribbons are particularly vulnerable to color changes caused by ribbon wear.

Variations in color that will cause noticeable discrepancies in the final printing are not acceptable.

Reproductions may be used for text matter reproducibles only when of high enough quality to make the final printing essentially indistinguishable from copy produced as described earlier in this section. Reproduced material used in this way must be sharply outlined, well colored and contrasted, without flaws, breaks, dim patches, stains, or spots, and close enough in color to original material in the reproducible to make the final product uniform in appearance. The responsibility for approving the use of reproduced material in this way rests with the project manager or principal investigator.

Translucent prints (such as Van Dykes) intended for diazo (frequently called "Ozalid") reproduction are not acceptable as offset repro copy.

7. TYPE ARRANGEMENT AND TYPE FACES.

a. *Machine-set type (hot or cold)* should be 10- or 12-point roman, leaded 2 points. The type face should be selected for legibility rather than ornament. All paragraphs should be indented, and each separated from the next by about 12 points. Justification of right margin is acceptable but not necessary; however, even an unjustified margin should not be too ragged. Use italic or bold-face type where a typist would underscore. Display type may be used in moderation in headings to reflect the organization of the material.

b. *Typewriter-produced repro copy* should use roman rather than cursive, italic, or other ornamental type faces. Use elite, pica, or similarly sized type (10 to 12 characters per inch). Single-space the text, but double-space between paragraphs. Indent each paragraph uniformly. Copy produced by interchangeable type machines such as Varitype or Selectric may consistently use italic where conventional typists would underscore; display faces (such as Selectric's "Letter Gothic" or "Orator") where available may also be used. Justification of the right-hand margin is acceptable, as in the use of proportionally spaced characters; however, neither is obligatory, but the right margin should be as smooth as feasible with acceptable conventional typing.

Figure 4, on the inside back cover of this document, is a guide to typists that is consistent with the type page dimensions specified in sec. 3.

8. COPYRIGHTED MATERIAL.

If the report contains copyrighted material, the contractor is responsible for identifying it, including a footnote giving credit to the copyright owner, and obtaining documentation of the owner's permission for its use. (Suggested text for the credit note appears in DOT–TST–72–1, par. 7.a.) The documentation is to be turned over to the contract manager for file. For staff reports, this responsibility is the project manager's.

FIGURES AND TABLES

9. FIGURES AND CAPTIONS.

Illustrations of whatever type should always be referred to as "figures" in the text references and lists of figures. Every figure must be numbered in a single sequence from the beginning of the volume to the end. Unnumbered figures are not acceptable, nor are figures numbered according to the chapter or section in which they are located (such as 3–5, the 5th figure in the 3rd section). Figures in appendixes in the same volume must form part of the same sequence. The only exception will be in reports which are specifically designated for loose-leaf format.

As prescribed in DOT–TST–72–1, artwork must consist of original work (including original as distinguished from screened photographs). While Xerography may be used in preparation of the artwork, using a Xerox print or a printed clipping in place of prepared original artwork will require special permission from the contract monitor (for contract reports).

Translucent prints intended for diazo reproduction are not acceptable for offset printing. However, this restriction does not apply to original drawings on vellum.

Sec. 4 prescribes the physical presentation of both tables and figures.

Every figure must have at least one text reference which calls it out by number.

Every figure must have a legend or caption. An example of a figure caption with appropriate capitalization and punctuation appears below:

Figure 43. Functioning of discombobulator in first phase. (Schematic.)

Note that the figure type appears in parentheses at the end of the caption. While not essential, this is a desirable feature, and should be applied where appropriate.

The caption as printed is always centered below the figure. It may never be located within the illustration's boundary.

The caption for every figure must be within the text page area, never in the margin. It must appear at the bottom of the figure, and will therefore be parallel to the lines of the text where the figure is upright. If the figure is parallel to the binding of the report (turn page), the top of the figure will be to the left of a reader holding the report in normal reading attitude (binding vertical). The caption will then be to the reader's right (bottom of the picture), parallel to the binding.

Illustrations (with captions) may appear on the same page with text, except on turn pages. The caption must never be so displayed as to be confused with text. Spacing and type style or size can be employed to prevent this confusion. However, in the report as printed, captions must be in the same size and style of type for all illustrations.

In reports with machine-set text, figure captions will be 2 points smaller than text. Reports with typed text may use the same size for text and captions.

The contractor (for staff reports, the project manager) is responsible for assuring that copyrighted illustration material is properly credited, and that documents granting permission to use the material have been turned over to the Government's contract manager (for staff reports, they go into the correspondence files on the study). Credits may be treated as part of the caption, or as footnotes. See sec. 8 above.

10. TABLES.

Tables must fit into the type page dimensions described earlier. Tables may be photographically reduced from larger originals; however, the reduced type must not be smaller than 6 points high. (See also sec. 4.)

Every table must have a centered caption or title, set up at the top of the table, as shown below:

Table 29. Discombobulator output variability with changes in ambient temperature.

When a table occupies more than one page, each succeeding page must be captioned like the first, with the word "continued" in parentheses (but without quotation marks) following the caption.

The requirements applying to figure numbers apply also to table numbers. The requirements on copyrighted material also apply.

Other requirements for table captions are similar to those for figure captions.

REPORT COVERS

11. FRONT COVER FACE.

Though FHWA report front covers follow the setup shown in DOT–TST–72–1 in content and general arrangement, the elements are alined on the left margin rather than formally centered, and the availability statement is simplified. A specimen FHWA report front cover is reproduced elsewhere in this document as figure 1.

Use a sans-serif type face. The contractor may use the Department of Transportation seal from this document's cover for the artwork of his report's front cover. Two additional DOT seals of different sizes are reproduced in figure 2; they may be useful if the typography of the report cover calls for a different size from the standard.

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FHWA-RD-00-00 XXXXXXXXX XXXX XXX XXXXX Vol. 0. Xxxxxx Xxxx

Spine title

Report No. FHWA-RD-00-00

XXXXXXXXX XXXX XXX XXXXX XXXXXX XXXXX

Vol. 0. Xxxxxx Xxxx

Subtitle only if required

X.A. Xxxx, X.B. Xxxx, and X.C. Xxxx

Month 197X
Final Report

This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151

Prepared for
FEDERAL HIGHWAY ADMINISTRATION
Offices of Research & Development
Washington, D.C. 20590

Omit for staff reports

Figure 1. Specimen cover. All information must be consistent with the title page (DOT Form 1700.1), except that the spine title is abbreviated. Spine title appears only on reports of over 100 pages.

As shown in figure 1, the main title is in all capitals. The subtitle (if any) is in upper and lower case (initial capitals).

The contractor's name does *not* appear on the front cover.

The cover should be made up *after* the title page is complete. (For instructions on the title page, see sec. 16.)

12. REPORT NUMBER.

The report number appears on the front cover, on the spine title (if any), and on the title page. Since the complete number is not assigned until the report has been accepted, the contractor must leave sufficient space for a hyphen and the last two digits to be added in these places. See also sec. 15 (concerning spine titles) and item 1 in sec. 16.

13. INSIDE FRONT COVER.

This is where the disclaimer appears, centered on the page. The text of the disclaimer appears below. (It includes the general disclaimer prescribed by DOT–TST–72–1). The contractor enters his personal or corporate name where appropriate. The last paragraph appears only if trade or manufacturer's names are used in the text, tables, or illustrations of the report.

NOTICE

This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.

The contents of this report reflect the views of * (fill in the name of contractor or contracting organization), (who/which) is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policy of the Department of Transportation. This report does not constitute a standard, specification, or regulation.

The United States Government does not endorse products or manufacturers. Trade or manufacturers' names appear herein only because they are considered essential to the object of this document.

* In staff reports, enter here the name of the office performing the study: e.g., the Office of Research.

If the report's principal content is a computer program, a different disclaimer, obtainable from the FHWA contract manager, is used.

14. BACK COVER.

The inside back cover of a FHWA technical report normally will be blank. The outside back cover carries in its center the FHWA/R&D shield, which is reproduced in figure 2 of this document. It can be removed and mounted to serve as back cover artwork. (Note: In technical reports, cover surfaces will not normally be used for printing figures or text.)

Figure 2. Specimen seals for use on technical reports. Use a circular DOT seal of appropriate size for the report's front cover. Center the FHWA/R&D shield on the outside back cover.

15. SPINE TITLE.

If the report as prepared for reproduction contains 100 pages or more, spine title artwork shall be prepared. This consists of the assigned number and the title (or a shortened version if as typeset the full title takes 7 inches or more). The title is so arranged that when the report is placed upright on the bookshelf, the number and title read from top to bottom. See figure 1.

The type used for setting the spine title (in all capitals) should not exceed 0.2 in. in height. (Printer's 14-point type is just a little under that, and would be a satisfactory size.) A sans-serif type face is best. Maximum length of the title, including a space between the number group and the actual title, should be 7 in. The contractor will leave blank the last pair of digits in the report number unless the number has been supplied by the contract manager.

16. TITLE PAGE.

The contractor or staff author fills out the Technical Report Documentation Page* (title page), DOT Form F 1700.7, in accordance with the instructions below, which supplement those in DOT–TST–72–1. The items below are numbered to correspond with the spaces on the form. (Fig. 3.)

1. The report number for FHWA-sponsored reports will always begin with the letter group "FHWA" followed by a hyphen, then the letter group "RD" followed by a hyphen. Next comes a number group (2 digits) for the calendar year current at the time of report approval, followed by a hyphen. Last comes the report serial number which is assigned by FHWA and can be obtained by the FHWA contract manager. If he does not supply it, leave space for 2 digits to be added.

4. Use the report title in all capitals, not the title of the study (which may be different). If the report is one of a series, provide on both the title page and front cover a main title which applies to all reports in the series, followed by a subtitle which designates the individual report in the series. Put first the main title in all capitals, followed by a period, then the individual report title (or subtitle) in initial capitals (that is, the first letter of each word capitalized, except for prepositions of less than 4 letters, and except for articles other than the first word of the subtitle). The study title as given in the contract, but shortened, may serve as the series title if one contract applies to the entire series.

If volume numbers (which are part of the subtitle) are used for one of a series of reports, they must be used for all.

In multivolume reports (i.e., one report divided into several volumes, usually because of bulk, as distinguished from a series of reports consisting of individual, relatively self-sufficient units dealing with different aspects of the same subject), volume numbers are *required.* The subtitles should indicate the contents of the volume (e.g. "Chapters 6–8"); it is less important to identify the subject matter in the subtitle. Where a multivolume report is part of a series, the entire series shall be numbered, with the multivolume report forming part of the series. Such a report in 3 volumes might thus comprise volumes 4, 5, and 6 in a complete series of 8.

Consistent application of these principles will simplify documentation and identification of reports.

In general, report titles should be as brief and specific as possible. Frequently, these two desirable characteristics conflict, and brevity usually succumbs to attempted exactness. Other things being equal, it is best to be brief. Excessively long titles are harder to remember, tend to be misquoted, and are bibliographically clumsy. When a long main title is coupled with a subtitle (as with series or multivolume reports), the combination will be awkward to handle. The report's subject and scope should be defined with great precision in its opening paragraphs, not in its title. The title should *indicate* the subject, not define or qualify it, and should include no more qualifiers than are necessary to prevent confusion with other reports or tasks.

* This form satisfies the requirements of the National Technical Information Service, and substitutes for their "Bibliographic Documentation Sheet."

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FHWA-RD-00-00		

4. Title and Subtitle

XXXX XXX XXXXX XXXXX XXXX.
Vol. 4. Xxxx Xxx Xxxxxx Xxxx

(Vol. No. is part of subtitle.)

5. Report Date	
Month 197X	
6. Performing Organization Code	
8. Performing Organization Report No.	
10. Work Unit No. (TRAIS)	000-0000
FCP 00X0-000	
11. Contract or Grant No.	
DOT-FH-11-0000	
13. Type of Report and Period Covered	
Final Report	
14. Sponsoring Agency Code	

7. Author(s)
X. A. Xxxx, X. B. Xxxx, and X. C. Xxxxxx

9. Performing Organization Name and Address
Xxxxx, Xxxxxx, & Xxxx Associates
000 Xxxxxx Street
Xxxx, Pennsylfornia 00000

12. Sponsoring Agency Name and Address
Offices of Research and Development
Federal Highway Administration
U.S. Department of Transportation
Washington, D.C. 20590

If sponsor also is performer (staff studies), omit 1st line.

15. Supplementary Notes
FHWA contract manager: X. X. Xxxx (HXX-00)
If appropriate, identify cosponsors and give other credits in this space.

For staff studies, name project manager, if he is not the first author.

16. Abstract

Xxxx xx xxxx xxx xxx xxxx xxx. *Abstract entire study (series or multivolume report).*
X xx xxxx xxxxx xxxxxxxx xxxxxx xxxxxxx xxxxxxxx.
X xxxxxxxxxxxxxxxxxx xxxxxx xxxxxxxxx xxxxxx xxxxxxxxxxx xxx xxxxxx xxxxx xxxxxx.
Xxxxx xxxx xxxxxxxx xx xxxxx xxxx xxxxxxxx Xxxxx Xxx Xxxxxxxx. X xxxxxx xx xxxxxx.

Xxxxxxxxxxx xx xx xx xx xxxxxxx. *Abstract this volume only (series or multivolume report).*
X xxxx xxxxx xxxxx xx xxxxxxx xxxxxxxxxxxxx xxxx xxxxx xxxx.
Xxx xxx xxxxxxx. Xxx xx xxxxxxxxxx xxxxx xxxxxxxxxxxx.

This report* is the fourth in a series. The others in the series are:

Vol. No.	FHWA No.	Short title	NTIS (PB) No. (if available)
1	00-00	Xxxxxxx Xxxxxxxxx Xxxxx	000000
2	00-00	Xxxx xx Xxxxxx Xxxxxx	000000
3	00-00	Xxxxxxxxxxxxxxx	000000
5	00-00	Xxx Xxxxxxxxx xx Xxxxxxx	000000
6	00-00	Xxxxxxxxxxx Xxxxxxxx Xxxx	(not yet available)

**For multivolume reports, substitute "volume" for "report."*

17. Key Words	18. Distribution Statement
Xxxxxxxxxxx, Xxx xx xxxxxxxx, Xxxxxxxxx, Xxxxx, Xxxxxxxxxxx, Xxxxxxxx xx xxxxxxx xxxxxxxxxx	No restrictions. This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151.

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	000	

Form DOT F 1700.7 (8-72) Reproduction of completed page authorized

Figure 3. How to fill out report title page.

Make sure the title on the front cover agrees in every detail with that in space 4.

5. The date will be that on which the report was officially accepted by FHWA. Month and year (*no* comma between them) will suffice. The same date will appear on the report's front cover.

7. Give each author's initials followed by surname only. Omit titles, honorifics, or degrees. With multiple authors, use the same sequence of names here and on the front cover. If the only author is a corporate name, leave this space blank. Where more than 3 authors are named, give the first followed by "and others."

9. The contractor's name and address appear here, but *not* on the front cover.

For staff studies, enter the originating unit, division, and "Offices of Research and Development, Federal Highway Administration."

10. The TRAIS number is available from the contract manager, as is the FCP number, which may also be required. The FCP number should always be identified by prefixing "FCP."

11. Usually, this is the number beginning "DOT–FH–11. . . ."

12. Contractors will fill in as shown in figure 3. For staff reports, omit the first line.

15. Enter here the initials, surname, and organization code designation of the FHWA contract manager at the time the report was accepted by FHWA, preceded by: "FHWA contract manager: . . ."

16. The *entire* abstract must fit into this space. It need not fill the space up. DOT–TST–72–1, figure 2B, suggests what the abstract content should be. No other section entitled "Abstract" may appear in the report. If desired, the report may contain a section entitled, "Summary," etc.

If the report is one of a series, the abstract consists of a first part stating briefly the significant points of the entire study, followed by a second part dealing with the specific volume. Enter here also the FHWA number and title (subtitle only will suffice) of each of the other reports in the series, preceded by the statement: "This report is the (first, second, etc.) of a series. The others in the series are: . . . ." Figure 3 illustrates the entry for the fourth in a 6-report series.

For multivolume reports, the entry should list all the volumes and indicate for each which chapters, appendixes, etc. it contains.

18. Under normal circumstances, use the statement below. The same statement, minus the first phrase ("No restrictions") appears on the front cover.

> No restrictions. This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151.

If, at the time this title page is being made up, the National Technical Information Service's order ("PB") number is known, enter it following the distribution statement.

If NTIS is to distribute the report but FHWA does not print it or will not distribute it, use the following statement:

> No original distribution by the sponsoring agency. This document is available to the public only through the National Technical Information Service, Springfield, Virginia 22151.

Any other special restrictions or qualifications on availability or distribution will require an appropriate special statement.

When any distribution statement other than the normal one appears in this space, the one on the front cover must agree with it exactly.

19, 20. Enter "unclassified," unless otherwise specified.

21. Count *all* pages, including the title page and other front matter, then enter the total.

22. Leave blank.

#2257

1

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 2, 1976

Newbrey-Mackin Insurance
16702 S.E. Haig
Portland, Oregon 97233

Gentlemen:

I appreciate your taking the time to comment on the Banfield Freeway demonstration project. This project was initiated to utilize preferential treatment for high-occupancy vehicles and buses as a means to increase the capacity of the Banfield.

During the first several months of tne project, co-operation by the public maintained a tolerable violation rate of the preferential lanes. However, since May it has been necessary to increase enforcement in order to cut down an increasing violation rate.

In order to reduce congestion on the Banfield Freeway and to accommodate the increasing volumes of people moving from east county to the central business district, I ask your support of the Banfield high-occupancy-vehicle lane project.

Sincerely,

Governor

RWS:bb

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

RECEIVED
DOT OPERATIONS
JUL 2 '76
REFER TO
FOR
Info | Invest | R/D | b/R | Sign | Act | File

NOTED
MARIE STEPHENS

COPY

DOT

RECEIVED
JUN 21 1976
Governor's Office

Gov Straub
State Capitol Bldg
Salem Ore

PLEASE RETURN
ORIGINAL LETTER

006597

Please prepare draft reply
for Governor's signature
by 6-29
Thank you.

Dear Sir

Last evening while traveling the Bonneville Freeway east. we noticed three state police setting at the side of the road. Apparently they were there to issue citations for cars traveling in the express lane that should not.

My time was 4:15 pm and while the other two lanes were stop and go, we traveled 3 hours and 5 cars with it.

What is wrong with the state, what a Waste what something like this.

Also.
Even though they make themselves very overt the state police being used for other duties

By giving out this freeway one system and fill that up we have unuseful it is

Yours Truly

RECEIVED
JUN 22 1976
OFFICE
DIRECTOR of TRANSPORTATION

RECEIVED
DOT OPERATIONS
JUN 22 '76
REFER TO
Public
FOR
Info | Invest | R/D ✓ | D/R | Sign | Act | File

for Public by 6-27

Form FHWA 121 (Rev. 5-73) #2257

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: June 29, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon U-323(27)
Banfield HOV

FROM : G. L. Green, Division Administrator

NOTED
E. S. SCHROEDER

TO : Mr. H.S. Coulter
State Highway Engineer

Reference is made to Mr. Schroeder's letter of May 5, 1976, regarding charges to construction engineering for air quality and traffic monitoring. Some of this work is the result of DEQ permit requirements.

I agree that the work being performed serves two requirements relating to two different projects. In reviewing the total work concept in this corridor, I agree with your intended course of action regarding project charges.

for G. L. Green

cc: Gary Potter, OSHD

RECEIVED
STATE HWY ENG
JUN 30 '76
REFER TO
FOR
Init. Dept. Rd. Des. Sign Att. File

8259

May 5, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Banfield HOV Lanes
Banfield Transitway

I intend to transfer certain items of preliminary engineering charged to the Banfield HOV Lanes project that have a direct bearing and use for the Banfield Transitway studies now under way. The charges to construction engineering on the HOV lanes were inadvertent and simply a matter of oversight.

As you are aware, the HOV lanes were set up as a demonstration project, and part of the task was to monitor traffic and air quality for effects during operation, and to provide a current, accurate, data base for air, noise and traffic work on the Transitway project. The data, of course, will be essential for any contemplated improvements to the Banfield.

The Banfield HOV project is actually a forerunner of any improvements to the Banfield, and I therefore believe that nearly all charges for air and traffic monitoring should be eligible PE charges for the Transitway.

I would propose that $78,000 in PE funds inadvertently charged to the HOV lanes be transferred to preliminary engineering on the Transitway, which is approximately 70 percent of total charges for monitoring, leaving the remaining 30 percent as appropriate charges on the HOV lanes.

Your early concurrence is requested.

Very truly yours,
ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
R. N. Bothman
L. W. Rulien
G. A. Potter
GAP:ss: ab

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 4, 1976

Salem, OR 97310

FILE:

SUBJECT: Banfield HOV Lanes
Banfield Transitway Project

FROM: Gary A. Potter, Manager
Environmental Section

TO: R. L. Schroeder
Assistant State Highway Engineer

The attached request from Mr. Bothman has been explored with FHWA, Finance, Metro and Project Management. The following information is offered for background.

1. The Banfield HOV lane project was set up on a State PE prefix.

2. Approximately $111,000 has been charged to construction engineering for air and traffic monitoring, therefore is not eligible for participations.

3. The current estimates for air and traffic monitoring is as follows:

$111,000 - expended to date
150,000 - anticipated amount of research grant
400,000 - estimate of total project
15,000 - approved by FHWA for NO-NO_x analyzer

4. If approved, the $150,000 grant cannot be used retroactively.

The Federal Highway Administration, at a meeting on April 28, 1976, indicated that they might approve transferring charges from Banfield HOV project for air and traffic monitoring if justification is supplies. Attached is a suggested draft for your consideration for that purpose.

Preliminary Engineering approval was given for the Banfield HOV project on October 2, 1975. Of the $111,000 of non-participating funds charged to the project, approximately $33,000 was charged prior to that date, so is not eligible for transfer. The difference, $78,000 can be transferred to the transitway subject to FHWA approval.

Personnel time in Metro would now be charged to Banfield Transitway, until the grant is approved, then further charges should be broken down between the grant money and the Banfield Transitway by Metro staff until the monitoring program is complete.

GAP:ss

Attachment

cc: Vern Skoog

Pete

FORM E-26

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

PORTLAND, OREGON 97213

PROJECT NO. 75-17
FILE 100

pls. discuss.

DATE APRIL 12, 1976

TO ~~MA CRAFT~~
~~REGION 1 CONSTRUCTION~~ ENGINEER

FROM JC STREET
RESIDENT ENGINEER

Jerry C. Street

SUBJECT NE UNION AVE. - 82ND. AVE.
CONTRACT NO. 8259
STATE FORCE ORDER NOS. 7 & 8.

Attached for your approval find 2-copies each of State Force Order Nos. 7 and 8. Also, find one copy of RN BOTHMAN's April 9, 1976 letter to RL SCHROEDER.

State Force Order No. 7 is written to establish an account whereby state forces can be compensated for performing the work of monitoring the nitrogen oxides in the air near the Banfield Corridor.

State Force Order No. 8 is written to establish an account whereby state forces can be compensated for performing all other types of monitoring work in the Banfield Corridor.

Both of these orders are necessary to fulfill a commitment made by OSHD to the State of Oregon DEQ. This agreement stated that the Banfield Corridor would continue to be monitored for environmental quality during the construction of the HOV lanes and after construction until January 1, 1978. The monies for both of these orders will come from other State funds. The Federal Highway Administration is expected to provide $ 165,000.00 for both of these orders.

Your approval of these orders is recommended.

RZ PE PR1 PR2 DE
O.S.H.D. = METRO
APR 12 1976
FILE T/A

JCS:bk

ATTACHMENTS

CC: RN BOTHMAN, OSHD, METRO

Copy - Potter - discuss
4-15-76

RECEIVED
APR 1 1 1976

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

April 9, 1976

FILE: 26-1436
(100)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Banfield Freeway HOV lane monitoring program

TO: ROBERT L. SCHROEDER
Ass't. State Highway Engineer

The monitoring program for the Banfield HOV lane demonstration project is now in its seventh month. Air sampling equipment has been purchased and is in operation. The NOx sampler, analyzer, and recorder are being installed in a trailer at our electrical shops and is scheduled to be moved into the Banfield corridor this month. This is the last equipment required by DEQ for the air monitoring.

To date OSHD has spent $80,000 on the monitoring program. This covers both air and traffic monitoring, including labor, equipment, materials, etc. The costs so far have been charged to preliminary and construction engineering.

The estimated funds needed to continue the monitoring program until January 1, 1978 is $320,000. This is the cost to the OSHD only, and does not include work performed without reimbursement by DEQ and Tri-Met. The estimate includes anticipated pay increases, but no contingencies.

An FHWA demonstration grant is expeced to provide $150,000. We are now working with their representatives to work out the details of the application, and expect to consummate the contract in three months.

$320,000 is needed to fulfill our agreement with DEQ on this project. At best $170,000 will be needed from state funds; at worst $400,000 could be required to cover the entire before and after monitoring.

Please secure the necessary funding.

ebg

RECEIVED
APR 9 1976
Office of
Assistant State Highway Engineer

8259

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 24, 1976

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engr.

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Construction-Maintenance Agmt.
N.E. Union Ave.-N.E. 82nd Ave. Sec.
Columbia River Highway
Multnomah County
Contract No. 8259
R/W File: ~~48836~~ 48532

RAILROAD COMPANIES
FILE No. 521

The State's fully executed copy of the Construction-Maintenance Agreement on the subject section has been handed to Velda DeGuire in the Right of Way office for processing, after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for adhereing to the provisions of Section 2, 5, 6, 7 and 12 of this Agreement. The Maintenance Section will be responsible for adhereing to the provisions of Section 4 of the Agreement. The Accounting Section will be responsible for monitoring payments to the Railroad and auditing the final bill. Section Heads should review the Agreement to fully acquaint themselves with the obligations their Section must fulfill under this Agreement.

JEC:jr

cc: J. B. Boyd w/Agmt.
R. L. Schroeder
G. L. Green
J. L. Sollis
C. T. Keasey w/copy agmt.
V. E. Skoog "
Bob Church "
D. E. Swan "
D. H. Moehring "
E. L. Hardt "
Jerry Street "

8.15.75
1975

8259

DATE: June 16, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N. E. Union Ave.-82nd Ave. Section
Contract No. 8259 (HOV Lanes)

An overrun of $243,548.37, or 13.3 percent, is now indicated on this contract. This project on the Banfield Freeway includes 28,000 lineal feet of concrete barrier and overlay paving, signing and other modifications to accomplish the addition of the high occupancy lanes. K. F. Jacobsen and Company is the contractor and the project is now virtually completed.

Two unanticipated price agreements account for about $100,000 of the overrun. These covered widening of on-ramps at three locations to provide safer merging distance. The emergency telephone system, additional shoulder barrier work, Neon advance warning signs for the construction and additional curb work amount to another $65,000 that was unanticipated. These also caused the contract time to lengthen and a time extension has been approved by the Federal Highway Administration. The dense traffic on work such as this makes for lower construction productivity and higher engineering costs.

This project has urban federal funding and most of the added work has been federal participating.

Your approval of an increase of $243,548.37 to a new total authorization of $2,075,000 is requested. This matter will be on the agenda for consideration at your June 29 meeting.

JAB:fr ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
E. L. Hardt
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
George Bell

Form E-372 (Rev. 10-68)

APPROVED
STATE HIGHWAY ENGINEER
6-30-76

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project N.E. UNION AVE. - 82nd AVE. Date MAY 27,1976

Highway COLUMBIA RIVER

County MULTNOMAH Kind of Work GRAD, PAV, BARR, SIGN,& ILLUM Contract No. 8259

Contractor K.F. JACOBSEN & CO.,IN

	Authorized	Estimated
Contract Amount	$1,576,057.00	$1,575,467.48
Anticipated Items	51,900.00	28,598.40
Contingency (4½%)	73,258.07	255,934.12
Engineering	130,236.56	215,000.00
Credits	0.00	0.00
PROJECT COST	1,831,451.63	2,075,000.00

NET INCREASE $ 243,548.37 = 13.3%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
1. P.A.No. 3-Install Telephone Conduits	(U)	$ 19,090.00	$ 19,090.00
2. P.A.No. 5-58th Ave. Ramp Widening	(U)	26,377.63	26,377.63
3. P.A.No. 6-33rd & Halsey Ramp Widening	(U)	73,681.80	73,681.80
4. P.A.No.13-Extend Shoulder Barriers	(U)	16,275.00	16,275.00
5. P.A.No.15-Furnish & Install Advanced Warning Neon Signs	(U)	13,175.00	13.175.00
6. E.W.O.No. 9-Curb & Pavmt Removal at Shldr & Add Curb	(U)	16,975.18	16,975.18
7. Engineering Costs	(C)	215,000.00	215,000.00
8. Minor PA, EWO,& SFO Items	(A)(C)(U)	90,359.51	90,359.51

Principal reasons for overruns (Continue on reverse side):
1. P.A.NO. 3 covers costs for placing conduit for telephones at seven(7) turnout locations along the highway.

(over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Jerry C. Street
JERRY C. STREET, Resident Engineer

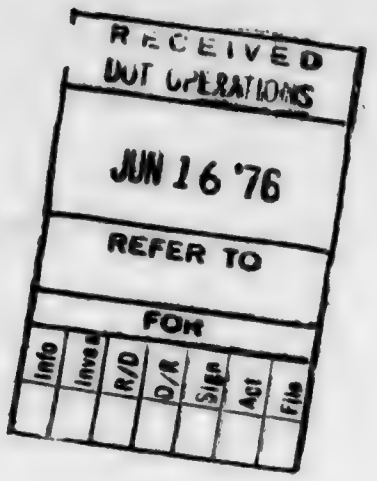
Confirmed by Marvin Loft
Division Engineer

Noted by
Construction or Bridge Engineer

Noted by
Deputy or State Highway Engineer

8239

ROBERT W. STRAUB
GOVERNOR



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 15, 1976

Mr. David G. Fearn
Certified Public Accountant
770 N.W. Day Drive
Gresham, OR 97030

Dear Mr. Fearn:

In response to your recent letter, the Highway Division advises that the Banfield Freeway high-occupancy-vehicle lanes are operating satisfactorily from efficiency and safety standpoints.

Traffic is increasing between downtown Portland and East Multnomah County, with no immediate help in sight in the form of additional or improved highways. The preferential HOV lane treatment on the Banfield is one method of providing additional capacity. Increases in the use of carpools and the number of people using buses is taking place and, if this trend continues, the facility will allow all traffic to move faster and with more comfort than ever before.

The solution to Portland's transportation problem must be to more effectively and efficiently use the existing facilities, making maximum use of transit for those who can make use of that form of transportation.

I appreciate your concern but also solicit your support and understanding of the current direction being taken to resolving Portland's transportation needs.

Sincerely,

Governor

RWS:by

bcc Department of Transportation
(F. B. Klaboe - Extension 6516)

COPY

Please prepare draft reply
for Governor's signature
by 6-10
Thank you.

006314

May 27, 1976

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

JUN 01 1976
Governor's Office

Dear Governor Straub:

I am writing to you to express my feelings about the mess on the Banfield Freeway and your apparent lack of concern for the movement of traffic and the carring on of commerce in the East Multnomah County area.

I commute from Gresham to my office in downtown Portland daily. I find the lanes on the Banfield narrow and very dangerous. Many of the on-ramps (after being improved) do not have adequate room for traffic to safely merge into the traffic flow. Traffic is more congested now at rush periods than it was before you committed our tax money to "improve" the road. I understand the Highway Department and others have accumulated numerous statistics about how much better off we are with the "improvement". Baloney ! the road is not safe and is no better now than it was before the "improvement". The tire marks and the drivers using the road will attest to this.

If all of this is not bad enough, the State Police are out on the Banfield in force three days a week causing an extreme road hazard themselves. My phone conversation with the Officer in charge at the Jantzen Beach Patrol Station indicates that safety is of no concern, they intend to enforce the law. I can not fault them for that, but a law that requires the troops out in force must not be that good in the first place.

Please Governor Straub, come to your senses and do something about the Banfield Freeway and give this area some relief.

Yours very truly,

David G. Fearn

David G. Fearn
Certified Public Accountant

770 N.W. Day Drive
Gresham, Oregon 97030

RECEIVED
JUN 1 1976
OFFICE
DIRECTOR of TRANSPORTATION

8259

15

June 11, 1976

K. F. Jacobsen & Co., Inc.
2611 S.E. Fourth Avenue
Portland, OR 97202

Gentlemen:

N. E. Union Avenue-82nd Avenue
Contract No. 8259

Your request for a 30-day extension on the overall completion time for this project has been reviewed.

The requested extension is granted because of the work added by several Price Agreements and Extra Work Orders.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:mk ia

bc E. S. Hunter
C. T. Keasey
R. N. Bothman
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon Project U-323(27)
NE Union - 82nd Avenue
Banfield Freeway

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The proposed time extension as discussed in Mr. Hunter's June 4, 1976 letter has been reviewed. I concur in the 30 day extension as requested.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTE:
E. S. HUNTER

cc Kenny
Bothman
Church
Hoch

8259

June 4, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
N. E. Union Avenue-82nd Avenue
Contract No. 8259

K. F. Jacobsen and Company requests a 30-day extension in the overall completion time on this project because of Price Agreement No. 6, which was approved in February and covered the widening of on-ramps at 33rd and 82nd Avenues at a cost of $73,827.

The time on this project was in straight calendar days and was set very short. Bids were opened June 26, 1975 and the day count started July 29, 1975. Work started July 28. The contract allowed 60 days for all paving and 160 days for the overall project. The 60-day time requirement was met by the contractor.

Time has been counted only intermittently this year through a series of Stop Work Orders.

Price Agreement 5 to widen the 58th Street on-ramp is another significant order that costs $27,823. Price Agreement No. 3 for conduit and wiring for the emergency telephone hookup costs $23,000. Four other larger orders in amounts from $4,932 to $16,275 have been submitted just since March of this year. (We are up to Price Agreement 17 and Extra Work Order 13.)

There have been so many changes in the project that even though time has not been counted while some of the changed or added work has been performed, their influence on the contractor's original schedule surely justifies the 30-day extension requested. The 160 days allowed expired May 1. Completion of the project is

expected by the end of this month. The Resident Engineer reports that the original contract item work was completed by April 9. We therefore ask your concurrence in a 30-day increase.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
R. N. Bothman
Robert Church
Richard Hacek

JAB:mk ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

May 25, 1976

FROM: John A. Bond
Construction Administration Engr.

SUBJECT: N.E. Union Ave.-82nd Ave.
Contract No. 8259
Request for Time Extension

TO: H. S. Coulter
Assistant Hwy. Engr.

K. F. Jacobsen and Co. requests a 30 day extension in the overall completion time on this project. The contractor's request is all too brief, making only a reference to an unidentified Price Agreement, but we believe this relates to Price Agreement No. 6, which was approved in February and covered the widening of on-ramps at 33rd and 82nd Avenues at a cost of $73,827.

The time on this project was in straight calendar days and was set very short. Bids were opened June 26, 1975 and the date count started July 29, 1975. Work started July 28th. The contract allowed 60 days for all paving and 160 days for the overall project. The 60 day time requirement was met by the contractor.

Time has been counted only intermittently this year through a series of Stop Work Orders. This has been a subterfuge to some extent as work has continued on some items, including on several added orders. We are up to Price Agreement 17 and Extra Work Order 13 and the project is overrun to the extent that an additional request for authorization will be forthcoming.

PA 5 to widen the 58th Street on-ramp is another significant order that costs $27,823. PA 3 for conduit and wiring for the emergency telephone hookup costs $23,000. Four other larger orders in amounts from $4,932 to $16,275 have been submitted just since March of this year. There have been so many changes in the project that even though time has not been counted while some of the changed or added work has been performed, their influence on the contractor's original schedule surely justifies the 30 day extension requested. The 160 days allowed expired May 1. Completion of the project is expected by the end of this month. You will note the Resident Engineer reports that the original contract item work was completed by April 9. We therefore concur in the Resident and Region recommendations for the requested 30 day increase.

This is an urban federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:mk

Attach.

OK

REFER TO

By STATE HWY. ENGR.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 25, 1976

FILE:

FROM: John A. Bond
Construction Administration Engr.

TO: H. S. Coulter
Assistant Hwy. Engr.

SUBJECT: N.E. Union Ave.-82nd Ave.
Contract No. 8259
Request for Time Extension

K. F. Jacobsen and Co. requests a 30 day extension in the overall completion time on this project. The contractor's request is all too brief, making only a reference to an unidentified Price Agreement, but we believe this relates to Price Agreement No. 6, which was approved in February and covered the widening of on-ramps at 33rd and 82nd Avenues at a cost of $73,827.

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This is an urban federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:mk

Attach.

OK

REFER TO

By STATE HWY. ENGR.

TAA

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8259 Contractor KF JACOBSEN & CO., INC.

Highway COLUMBIA RIVER

Section NE UNION AVE. - 82ND. AVE.

Kind of Work GRADING, PAVING, BARRIER, SIGNING & ILLUMINATION.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend granting the 30 days requested because of added work, particularly on PA 3, 5, 6, 10, 11, and 13 and EWO 12.

Recommended for Approval:

Marvin Craft
Division Engineer

Earl A. Long
Construction Engineer or Bridge Engineer

E. S. Hurlburt Deputy
State Highway Engineer

Contract No.	8259
Project designation	Federal (State-Federal)
Date awarded	July 2, 1975
Work started	July 28, 1975
Per cent completed	98.9% 5-1-76 (Date)
No. of Workdays Allowed	160
No. of Workdays Used	160
No. of Added Workdays Requested	30

State Printing 27020

E -323 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 27, , 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 190 days, within which to complete our Contract No. 8259, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We are working on area that has been added to the existing contract. This work is under a price agreement.
The added work has been slow because of wet weather.

Respectfully submitted,

K. F. Jacobsen & Co., Inc.
Contractor

By Donald R. Donovan
Donald R. Donovan

CONSENT OF SURETY

Date APRIL 27, 1976

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

By: Robert L. Kramer
Attorney-in-fact

(SEAL)

Victor S. Risley Co
Resident Agent

VICTOR S. RISLEY CO.
804 Board of [illegible] de Bldg.
Portland, Oregon 97204

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8259 Contractor K.F. JACOBSEN & CO., INC.

Highway COLUMBIA RIVER

Section NE UNION AVE. - 82ND. AVE.

Kind of Work GRADING, PAVING, BARRIER, SIGNING & ILLUMINATION.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend granting the 30 days requested because of added work, particularly on PA 3, 5, 6, 10, 11, and 13 and EWO 12.

Recommended for Approval:

Marion Croft
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

E S Hunter
Deputy State Highway Engineer

State Printing 27929

Contract No.	8259
Project designation	Federal (State-Federal)
Date awarded	July 2, 1975
Work started	July 28, 1975
Per cent completed	98.8% Date 5-1-76
No. of Workdays Allowed	160
No. of Workdays Used	160
No. of Added Workdays Requested	30

E-320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 27, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 190 days, within which to complete our Contract No. 8259, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We are working on area that has been added to the existing contract. This work is under a price agreement.
The added work has been slow because of wet weather.

Respectfully submitted,

K. F. Jacobsen & Co., Inc.
Contractor

By Donald R. Donovan
Donald R. Donovan

CONSENT OF SURETY

Date APRIL 27, 1976

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

By Shirley R. Thompson
Attorney-in-fact

(SEAL)

Victor S Kisley
Resident Agent

VICTOR S. KISLEY CO.
804 Board of Trade Bldg.
Portland, Oregon 97204

26-1436 (210)

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

June 7, 1976

JUDGE A. L. CASCIATO
c/o Wesley D. Carter
Court Administrator
Room 232, County Courthouse
Portland, OR 97204

The Banfield Freeway high-occupancy-vehicle lane, technical advisory committee has requested that I contact you to explain the goals and objectives of the Banfield project.

The Portland metropolitan area is on the threshold of an era where preferential treatment for high-occupancy vehicles, similar to the operation on the Banfield Freeway, will play a key role in meeting the region's transportation demands. These preferential lanes are currently under consideration on the Sunset, Minnesota (I-5), and Banfield corridors.

A critical factor to the success of these facilities is enforcement of the preferential treatment. The Banfield project has demonstrated the need for enforcement, as have projects of this nature throughout the United States.

The experience of other transportation agencies throughout the nation, where similar projects have been implemented, reveals the importance of including the enforcement agency in the project development and management.

The state police are presently on the Banfield technical advisory committee, along with the city of Portland, Multnomah County, Department of Environmental Quality, Federal Highway Administration, and the Oregon State Highway Division. This committee feels that the police represents only one arm of the enforcement element, and that the courts represent another arm, and should be included in some manner in this effort. For your information, I have attached a report on the Banfield project, and a research paper on a similar facility in Florida, directed to enforcement. I would appreciate the opportunity of reviewing the Banfield project with you in an attempt to establishing communication between the advisory committee and the courts.

RECEIVED
DOT OPERATIONS
JUN 8 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | Title

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment
cc: F. B. Klaboe
Technical Advisory Committee

#2257

L.

DIRECTOR'S FILE

✓ Banf Bus Lanes
Cal Act kit

(see 10/27 Calif. Legis file) re action kit

May 24, 1976

Ms. Carolyn Fratessa
Systan, Inc.
Post Office Box U
Los Altos, CA 94022

Dear Carolyn:

Here is the material which you requested relative to the Banfield Freeway High-Occupancy Vehicle Lane Project. I hope it proves helpful to you, John Billheimer and those people in CALTRANS, and the Los Angeles Mayor's office, who have need for such background information.

I have not read the material and apologize for my pre-occupation with a variety of other issues in taking over as Director here three weeks ago. If more specific details are needed, please feel free to contact Mr. Robert Bothman, Assistant State Highway Engineer at our Metropolitan office in Portland. His address and telephone number are:

5821 N. E. Glisan Street
Portland, OR 97213
AC 503 - 238-8226

I have finally received a letter from the Rules Committee of the California Assembly, giving permission to the State of Oregon to utilize the action pack materials that we developed last year. Again, priorities regarding my assuming this job suggests that it will be several months before I could find a way of incorporating this material directly into our needs. However, I am not forgetting it, and we have at least overcome one set of hurdles.

Glad to hear your reports of Adrianna's successes. Good luck to you all, as Jerry Brown is stumping our State today.

Fondly,

Robert A. Burco
Director of Transportation

RAB:fn

Enclosures

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

May 12, 1976

FILE: 26-1436
(100)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Banfield Freeway
High-occupancy-vehicle
lane project

TO: ROBERT A. BURCO
Director
Department of Transportation

The three attachments provide the background and current information on the Banfield Freeway high-occupancy-vehicle lane project.

The report dated January 1976, was my presentation to the TRB, and provides a fair background and discussion of the project.

The Application for Demonstration Grant is a summary of the background information and the evaluation program being conducted to evaluate the project.

The Banfield Freeway Traffic Study data is an ongoing accumulation of information as outlined in the evaluation program. The data in the "November" column is the "before" data base, and in some cases represents a 6-month average period prior to initiation of the project, as the comparison base as the project develops statistical data.

ebg

attachment

RECEIVED
STATE HWY ENGR
MAY 13 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SYSTAN, INC. 343 SECOND STREET P.O. BOX U LOS ALTOS, CALIFORNIA 94022 (415) 941-3311

May 12, 1976

Dear Bob,

Sorry I missed your call yesterday. In checking with Louise (Norm's sec'ty), she had said Norm had received a letter from you but no report or data on the Portland project. Hence our phone call.

Systan had sent some information to Bill Hall at Tri-met and we're trying to get ahold of him for like information.

Miscell. news: Norm + wife had a baby girl; Barbara + Reuben had Colette Honora; Todd Evans is running for State Senate in Atlanta; Sid (via Wardy) is Deputy Dir. of Finance; Barry of ELS got married last Fall; Don of ELS got separated.

Round #87 on the action kit: Dori got Sim van der Ryn to write a letter supporting the kit. When received by Caltrans, they misread the letter, wrote back and said "it sounds terrific, we could use it in our planning dept. and could they have a copy!"

Met Adriana last week in Los Angeles. She's doing just fine. I like the way she handles herself in press conferences

and meeting.

Is July 1 the next date you'll be down this way? I was hoping to travel up that way soon but it looks like August.

Hope the Director's chair is feeling more comfortable these days. Oregon is lucky.

My best to Lynne, Doug. Leslie, Katie, + Julia. Tell Lynne her Dracena is flourishing.

Carolyn

Yep. We all still miss you: Wendy, Sheryl, Tom, Barbara and friends

959

OREGON STATE HIGHWAY DIVISION

May 17, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

CARL SIMONS, Coordinator
Transportation and Air
Quality Planning
Department of Environmental Quality
1234 Southwest Morrison
Portland, OR 97205

Subject: Revision to Banfield HOVL monitoring program

In response to available funding, the Highway Division has shortened the Banfield monitoring program by six months.

The monitoring effort will now terminate on July 1, 1977, instead of January 1, 1978.

The attached proposal reflects this change, and will be submitted to the Federal Highway Administration for formal consideration of the program as a candidate for a grant of $150,000.

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: F. B. Klaboe
G. A. Potter
R. L. Schroeder
D. E. Swan
C. T. Christianson

NOTED
F. B. KLABOE

RECEIVED
STATE HWY
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REFER TO
FOR
Info
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R/D
D/R
Sig.

259

May 14, 1976

Mr. N. O. Clary, Acting Chief
Office of Contracts and Procurements
Federal Highway Administration
400 Seventh Street SW, Room 4410
Washington, DC 20590

SUBJECT: RFP-539-6
Evalulation of Preferential Lanes
for High-Occupancy Vehicles
Banfield Freeway
Portland, Oregon

Dear Mr. Clary:

Enclosed are four copies of an application for a demonstration grant for the subject project. The project has been the subject of previous correspondence with Dr. W. W. Wolman of the Traffic Systems Division.

The total project costs are shown in detail for all of the anticipated work. If additional information is required, please advise.

Sincerely,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Enclosures (4)

cc Dr. W. W. Wolman
G. L. Green, w/att.
bc H. S. Coulter
E. S. Hunter
R. N. Bothman
L. W. Rulien
G. A. Potter
V. E. Skoog

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

PORTLAND, OREGON 97213

DATE MAY 14, 1976

TO RL SCHROEDER
ASST. STATE HWY. ENGINEER

FROM RN BOTHMAN, ASST. STATE HWY. ENGINEER
by JC STREET, RESIDENT ENGINEER Jerry C Street

SUBJECT APPLICATION FOR DEMONSTRATION GRANT,
BANFIELD HOV LANE EVALUATION PROJECT

Find attached five copies each of Sheet No. 24 "COST ESTIMATE" and Sheet No. 26 "MANPOWER COSTS".

Please substitute these sheets in each copy of the Application submitted to you on MAY 13, 1976. These sheets correct minor math inconsistencies.

JCS:bk

ATTACHMENTS

CC: GARY POTTER, ATTACHMENTS
DE SWAN, ATTACHMENTS

RECEIVED
MAY 17 1976
Office of

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

PORTLAND, OREGON 97213

DATE MAY 13, 1976

TO RL SCHROEDER
ASST. STATE HWY. ENGINEER

FROM RN BOTHMAN, ASST. STATE HWY. ENGINEER
by J KAISER, ENVIRONMENTAL PLANNER

SUBJECT APPLICATION FOR DEMONSTRATION GRANT;
BANFIELD HOV LANE EVALUATION PROJECT

The attached application with attachments is forwarded for your review and action.

This application is to be submitted in four copies to the address below:

MR. NO CLARY, ACTING CHIEF
OFFICE OF CONTRACTS AND PROCUREMENTS
FEDERAL HIGHWAY ADMINISTRATION
400 SEVENTH STREET SW, ROOM 4410
WASHINGTON, DC 20590

Please show the RFP Number 539-6 on the forwarding envelope.

It has been requested by NO CLARY, the acting chief of the Federal Highway Administration Office of Contracts and Procurement, that this application reach his desk on May 21, 1976.

As of July 1, 1976, we will have incurred an estimated cost to the program of $170,000.00, which cannot be charged to the federal grant.

It is anticipated that from July 1, 1976 to July 1, 1977, the program will cost an additional $180,000.00 of which $150,000.00 will be reimbursable under the grant. The remaining $30,000.00, which will be assumed by OSHD, is for replacement of wornout automatic traffic counters and a program contingency fund.

JK:bk
ATTACHMENTS
CC: GARY POTTER
DE SWAN

OSHD COPY

A P P L I C A T I O N

FOR DEMONSTRATION GRANT

Evaluation of Preferential Lanes for High-Occupancy Vehicles on the Banfield Freeway Portland, Oregon

Submitted to:

UNITED STATES DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

By:

OREGON STATE HIGHWAY DIVISION

May 14, 1976

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HOV LANE PROJECT BACKGROUND

I. INTRODUCTION

On December 15, 1975 the Oregon State Highway Division opened high-occupancy vehicle (HOV) lanes on the Banfield Freeway in metropolitan Portland. The opening commenced an experimental effort designed to use preferential lanes to increase vehicle occupancy and reduce congestion.

The project was initiated in January 1975, when the Oregon State Highway Division proposed the project to the city and regional transit agency to solve the severe congestion problems occurring on the Banfield Freeway. The facility had experienced a growth in average daily traffic (ADT) volumes from 26,000 in 1958 to 100,000 in 1974 (Figure 1). The Banfield was designed to carry 60,000 ADT. The growth rate had stabilized, indicating that the facility was unable to accept further increase in traffic volume. Adjacent, parallel arterials were operating within 100 to 200 vehicles of capacity, and were not able to absorb additional traffic diverted from the freeway. It became clearly evident that the accommodation of projected growth needs was conditional to added east/west transportation capacity.

II. PROJECT OBJECTIVES

A three-fold desire to: 1) increase the people carrying capacity of the facility without resorting to additional paved surface, 2) improve the air quality, and 3) obtain a quick improvement, resulted in the proposal to implement high-occupancy vehicle (HOV) lanes as a carpool and bus-use incentive.

The purpose of the project is to relieve traffic congestion in the Banfield corridor, and develop a facility that provides for a flexibility in operation that will aid in the development of a suitable, long-term solution.

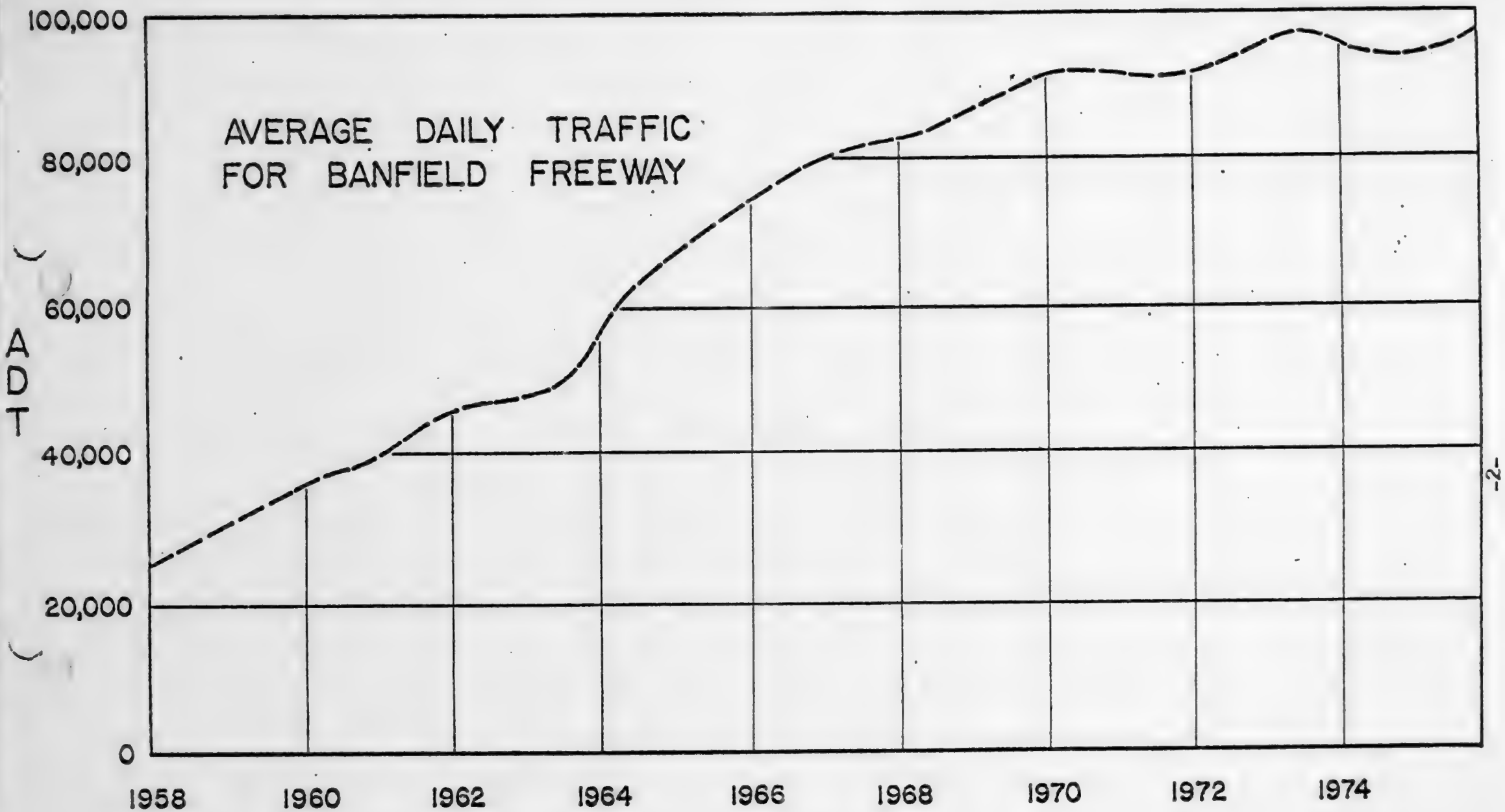
The general objectives are to: test the feasibility of using exclusive bus and HOV lanes on an established freeway, and lay the foundation for continuing transportation innovation in the Portland metropolitan area.

The specific objectives are to:

A. Assist in implementing the State of Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy, by increasing the person-per-vehicle ratio on the Banfield;

B. Provide for carpooling and bus-use incentives in the corridor through the use of HOV lanes;

Figure 1



Note: Figure 1 represents average daily traffic for all days. Weekday traffic only, would show slightly higher averages.

C. Reduce traffic congestion on the Banfield and adjacent arterial streets;

D. Provide a safe transportation facility by improving the roadway surface;

E. Provide a time and fuel savings to the traveler; and

F. Provide an interim, low-cost improvement to the Banfield as an expedient, until such time as a major revision can be accomplished.

III. PROJECT SETTING

The Banfield corridor is situated in the northeast quadrant of metropolitan Portland, and passes through some of the most densely developed residential, commercial, and industrial areas of this sector. Additionally, the East Multnomah County area served by the freeway is one of the faster growing residential sections in Portland, with a projected population increase in excess of 100 per cent by 1990. The Banfield is the only east/west freeway from the Portland central business district, and serves as the primary arterial to and from the central business district, and the industrial complex to the north.

The freeway is constructed in a natural drainage depression known as Sullivan's Gulch. The gulch, which begins at grade in the easterly portion of the project area, gradually increases in relief in a westerly direction, where it attains a 20- to 30-foot depth below the adjacent terrain. This meandering depression has long been used as a natural, gentle-grade, transportation route from the Willamette River, east to the Columbia River floodplain.

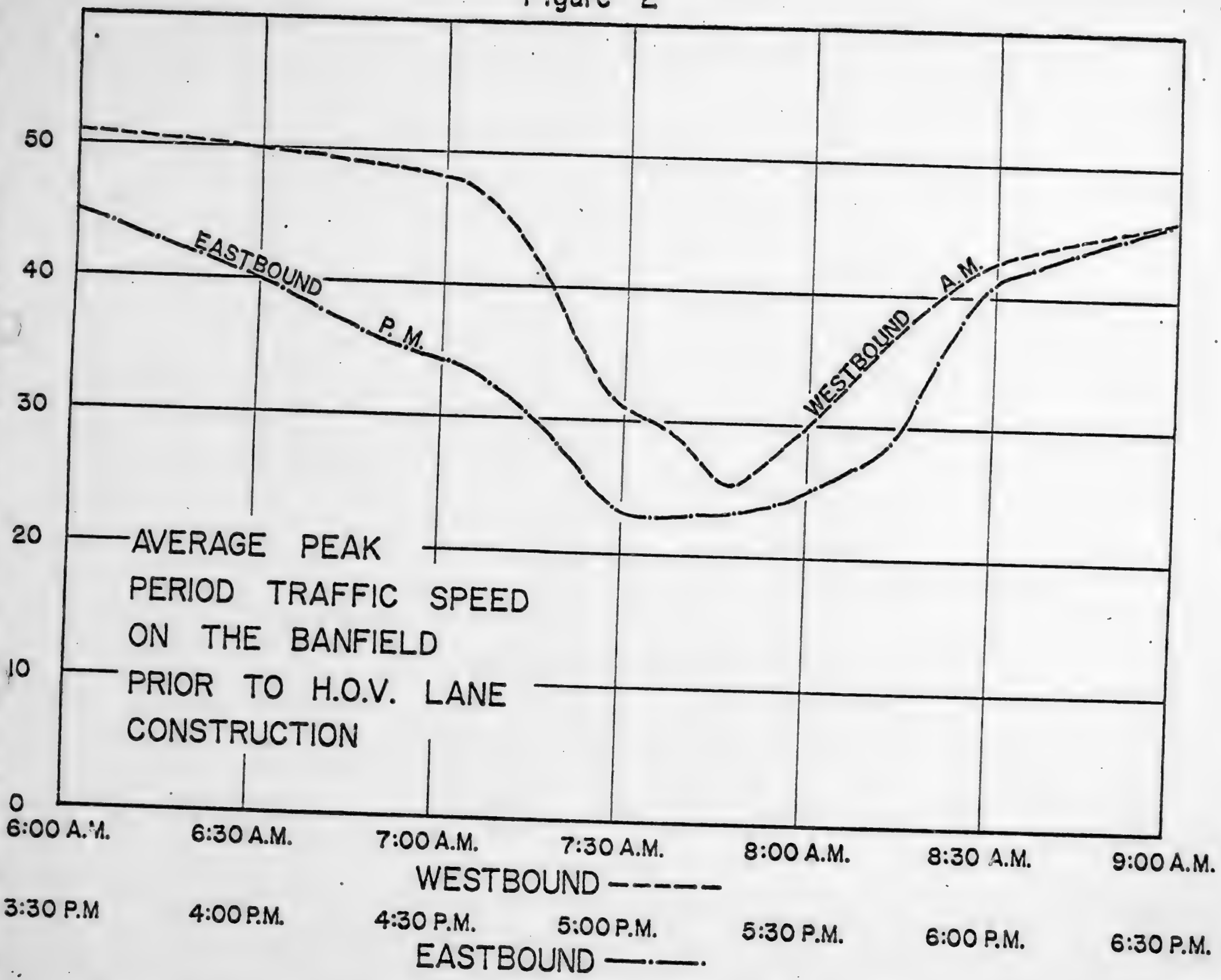
Prior to the start of project construction in July 1975, the freeway's configuration consisted of a six-lane facility for the western half of the project section, and a four-lane facility for the eastern portion. The overall project length is 4.76 miles.

IV. PROJECT JUSTIFICATION

For the past eight years, peak-hour volumes on the Banfield have exceeded design capacity. Present lane volumes, under peak conditions, vary from 1800 to 2000 vehicles per lane. Levels of service exceed the desired optimum, varying from forced, F, to unstable, E, flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles per day. This is in contrast to the 26,000 vehicles per day in 1958 (Figure No. 1).

Speed of average peak period traffic indicates the congestion existing immediately prior to project construction (Figure No. 2). Average speeds

Figure 2


50
40
30
20
10
0
EASTBOUND
P.M.
WESTBOUND
A.M.
AVERAGE PEAK PERIOD TRAFFIC SPEED ON THE BANFIELD PRIOR TO H.O.V. LANE CONSTRUCTION
6:00 A.M.
6:30 A.M.
7:00 A.M.
7:30 A.M.
8:00 A.M.
8:30 A.M.
9:00 A.M.
WESTBOUND
3:30 P.M
4:00 P.M.
4:30 P.M.
5:00 P.M.
5:30 P.M.
6:00 P.M.
6:30 P.M.
EASTBOUND
TIME

dropped to 30 m.p.h. for eastbound evening traffic, with westbound morning traffic dropping to 38 m.p.h. over the length of the project.

Traffic growth trends over the past ten years indicate the peak-hour levels have stabilized near the maximum. The lack of any significant increase in the past eight years illustrates that under present conditions the Banfield is not capable of accepting additional traffic in the peak-hour periods. The peak hour has lengthened to a three-hour period in the p.m. and a two-hour period in the a.m.

The arterial street system in the vicinity of the Banfield has a limited capacity to absorb additional traffic. During the morning peak, under level service D conditions, major parallel arterials could accommodate no more than 100 to 200 additional vehicles. During the afternoon peak these arterials were already operating at unstable flow conditions.

A survey conducted in January 1975 indicated that about 23.6 per cent of the vehicles using the Banfield Freeway contained two or more persons. The survey also revealed that 4.2 per cent of the vehicles were carrying three or more persons. The average occupancy per vehicle was 1.3 persons.

In addition to the need to alleviate congestion, the existing roadway was badly in need of repair. The extremely heavy use of the Banfield Freeway had caused extensive lane rutting of the asphaltic concrete pavement. This situation presented driving problems in wet weather when standing water created vehicle control problems. Further, median and shoulder barriers were in a degraded condition.

V. PROJECT DESCRIPTION

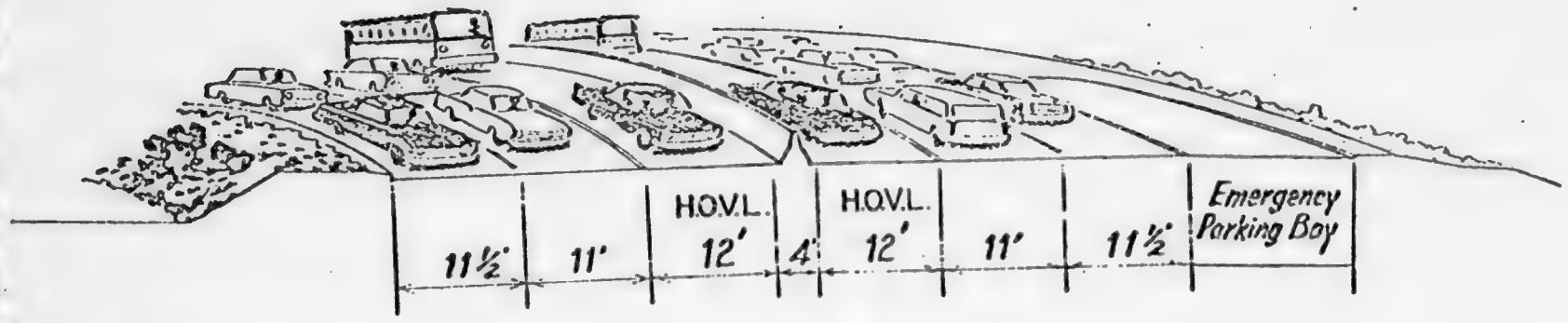
In the new roadway, travel lanes occupy all of the pavement between curbs, using the shoulder areas. The high-occupancy vehicle lane is next to the median barrier and provides exclusive use for buses and other vehicles containing three or more people. There is no reduction in the number of lanes available to normal truck and car usage. The additional lane was derived by reducing the width of the lanes by one foot, and using the existing shoulder area. Relative lane widths are 11.5 feet for the outside lane, 11 feet for the center lane, and 12 feet for the inside lane (Figure No. 3).

Eastbound from the central business district, limitations in the existing cross section prevented the development of an additional lane from the Union Avenue structure (M.P. 0.46) to Northeast 39th Avenue (M.P. 2.55), where the transition section begins (Figure No. 4). The eastbound HOV lane is fully developed and commences at Northeast 44th Avenue (M.P. 2.88).

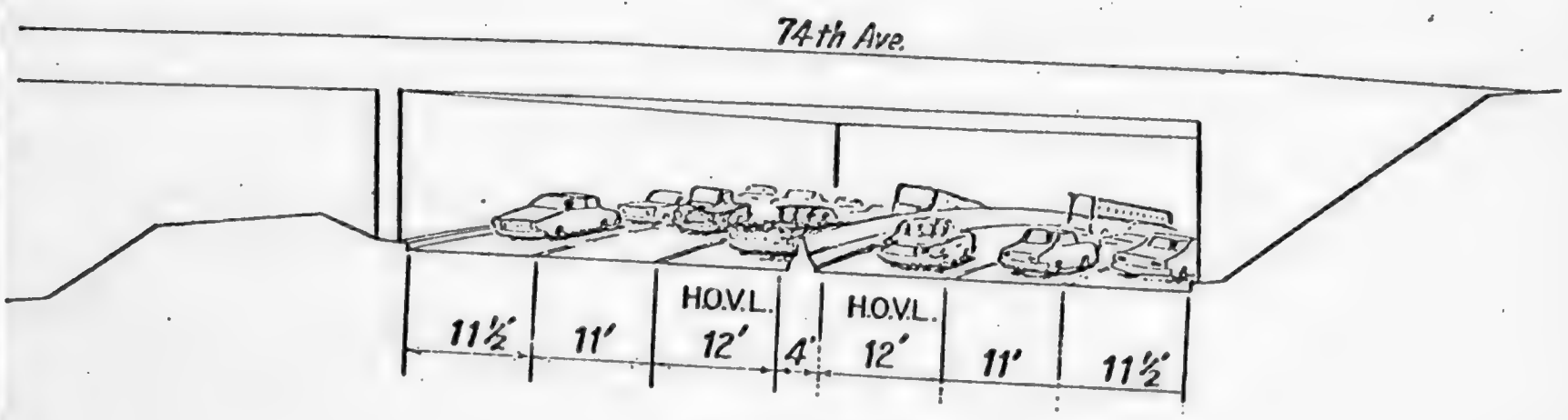
The HOV lane designation is terminated at Northeast 74th Avenue (M.P. 4.59), with the actual additional lane ending at Northeast 86th Avenue.

BANFIELD FREEWAY
HIGH OCCUPANCY LANES

Section A-A
Looking East at NE 23rd Ave.



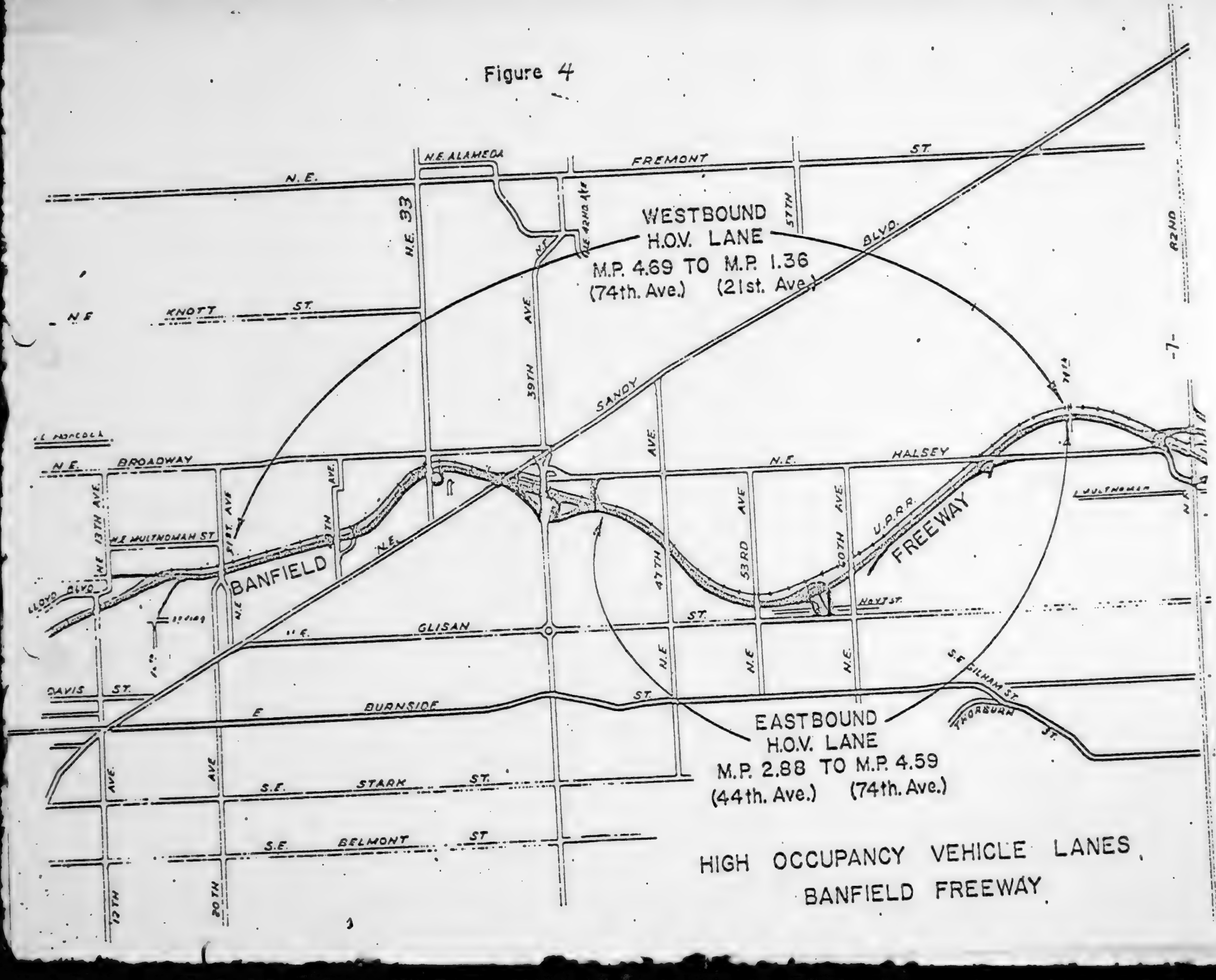
Section B-B
Looking East Near Providence Hospital



Section C-C
Looking East at NE 74th Ave.

Figure 3

Figure 4



EASTBOUND
H.O.V. LANE
M.P. 2.88 TO M.P. 4.59
(44th. Ave.) (74th. Ave.)

HIGH OCCUPANCY VEHICLE LANES,
BANFIELD FREEWAY.

The westbound (inbound) HOV lane begins at Northeast 74th Avenue (M.P. 4.59), and is continued to its designated end at Northeast 21st Avenue (M.P. 1.36), with the actual lane ending at Northeast 14th Avenue (M.P. 0.98). There is no reduction in the number of lanes available to trucks and non-high-occupancy vehicles as a result of this project.

One requirement for the project was the replacement of the metal guardrail with the New Jersey type of concrete median barrier. Precast members were used with the exception of transition sections, terminal sections, and on one sawtooth section, where the barrier was cast in place. Concrete shoulder barriers were placed for those structure abutments and columns where the travel lanes were moved to the shoulder area. Exceptions are where continual runs of metal guardrail existed.

A pavement overlay was included in the project. The surfacing consisted of patching the rutted areas with asphaltic concrete and overlaying the entire area with an open-graded asphaltic concrete.

Restriping of the entire section was necessary. Standard raised-button striping was used in a pattern consisting of four opaque and one reflectorized buttons in a 15-foot strip, at 40-foot cycles, for the nonrestricted travel lanes; and a continual button stripe containing a reflectorized button every 40 feet for delineation of the HOV lane.

The existing illumination along the project section is limited. A lighting improvement was cost prohibitive.

Pavement buttons were a necessity due to dark sections, the glare of oncoming headlights, a long rainy season, and 11-foot lanes. These factors preclude painted stripes. The buttons provide reflective light, plus a rumble strip if the motorist wanders from the lane.

A louvered glare screen will be installed on the median rail throughout the project section to minimize headlight glare. The screening will consist of 24-inch paddles placed at intervals varying from 24 to 40 inches, dependent on highway alignment. Glare reduction is expected to be 90 per cent.

The transition into the HOV lane, eastbound and westbound, is achieved through a tapered median which moves the alignment of the nonrestricted travel lanes the width of one lane to the right. The shoulder area is eliminated to gain the necessary width for an additional lane. At the completion of moving all traffic to the right, the median taper is reversed, creating an additional lane reserved for high-occupancy vehicles. No lane changing is required for normal traffic. Eligible vehicles choosing to use the HOV lane must move left into the restricted lane. At the terminus of the HOV lanes, the lane continues as a normal travel lane. The right-hand unrestricted lane is eventually terminated.

Because of the use of the shoulder area, emergency parking bays were constructed along the project section at about 2000-foot intervals. An emergency call box, tied directly to the state police dispatch unit, is located at each bay.

Signing for the HOV lanes consists of:

A. "Restricted Lane Ahead" to provide advance notice of the HOV lane;

B. "Buses and 3-Person Carpools Only" posted at the beginning and periodically throughout the HOV lane section (Figure No. 5);

C. "Restricted Lane Ends" posted at the terminus of the HOV lane; and

D. Large diamond symbols painted on the road surface every 1000 feet throughout the restricted lane.

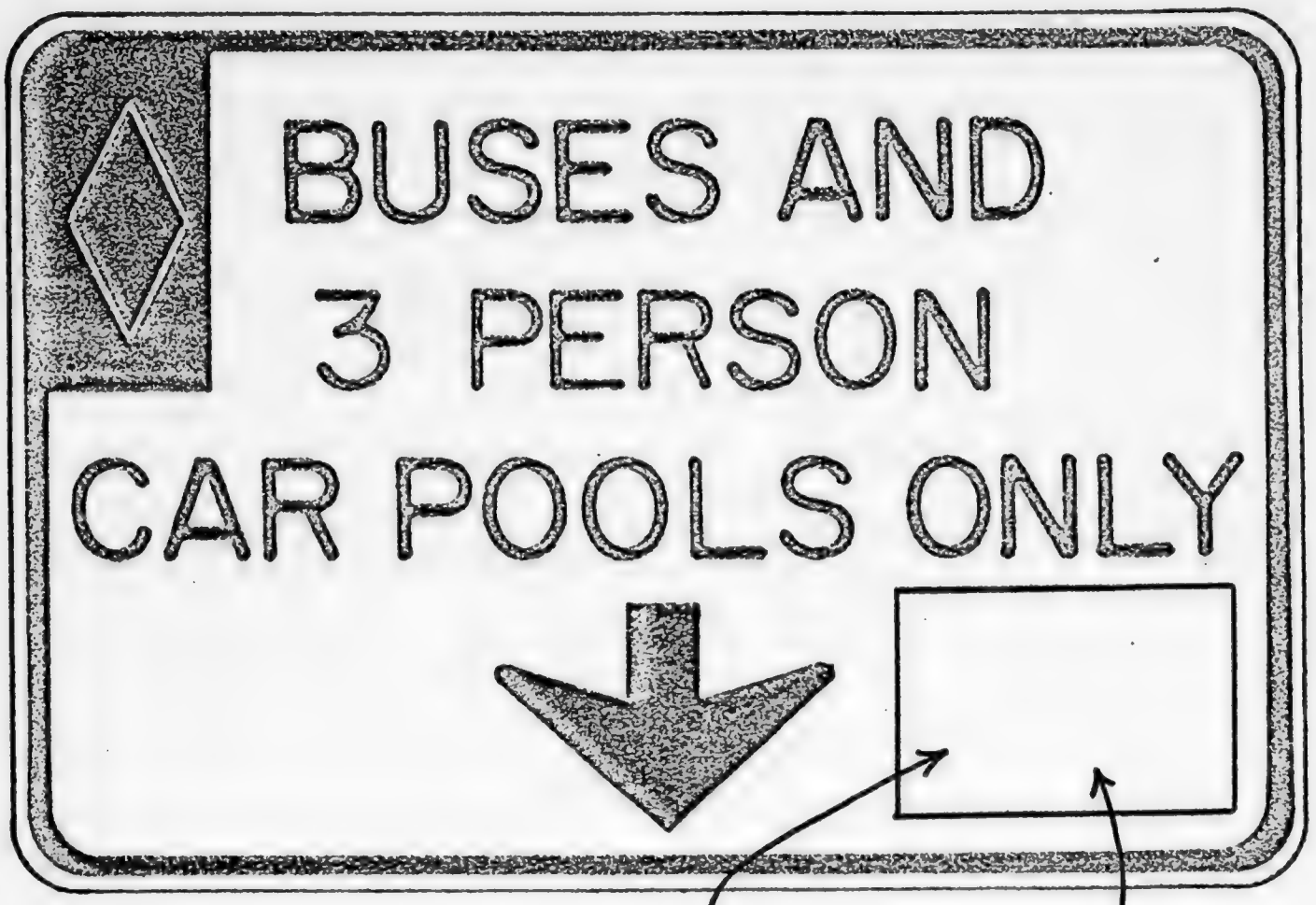
A speed limit of 55 m.p.h. is currently in effect.

A strong selling point of the project is that the HOV lane provides a means for the receptive commuter to avoid congestion and shorten travel time. Additionally, use of the HOV lane would correspondingly decrease the volume of traffic in the normal travel lanes, thereby reducing congestion.

To provide a further incentive, and to facilitate the success of the HOV lane, the regional transit agency, Tri-Met, provided 10 express buses (Banfield Flyers), in addition to 19 normal runs, that operate on the Banfield during the morning and evening peak periods.

On March 1, 1976, after three months of operation, the restriction on HOV lane use for non-high-occupancy vehicles was reduced from 24 hours to peak periods only. The designated peak periods are from 6 a.m. to 10 a.m. and 3 p.m. to 7 p.m., Monday through Friday.

Figure 5


BUSES AND
3 PERSON
CAR POOLS ONLY
3PM - 7PM
MON - FRI
(EASTBOUND)
6AM - 10AM
MON - FRI
(WESTBOUND)

EVALUATION PROGRAM

I. TECHNICAL PROPOSAL

To determine what effect the HOV lanes have on the performance of the Banfield corridor, an evaluation program has been developed. The content and scope of the program is described in the following statement of work:

Statement of Work for the Study Entitled

"Evaluation of Preferential Lanes for High-Occupancy Vehicles on the Banfield Freeway, Portland, Oregon"

Objective

The purpose of this study is to determine the effects of modifying a four-lane, divided freeway with shoulders into a six-lane, divided freeway without shoulders but which has emergency turnout bays and has the median lane restricted to buses and other vehicles which carry three or more persons.

Scope

The measures of effectiveness to evaluate the results from the changes on the Banfield Freeway include collecting data on:

A. Traffic flow characteristics
B. Transit and carpool usage
C. Safety
D. Air quality

The monitoring effort will span an 18 month period terminating July 1, 1977.

An effort to compile a data base representing conditions prior to project implementation is also included in this program.

In order to conduct the evaluation study, the following tasks shall be conducted:

Task A - Analyze Traffic Flow Characteristics

Collect data and analyze the data to determine the following:

- The change in peak-hour average speeds on the Banfield and on parallel arterials

- The change in peak volumes on the Banfield and on the parallel arterials. Volumes will be broken down by lane and separated into number of people and number of vehicles

- The change in the High-Occupancy Vehicles (HOV) lane violation rate

- The change in the number of trucks using the parallel arterial streets as compared to the Banfield

In order to collect the required data, a traffic data collection program shall consist of the following:

1. Volumes (total)

    a. Banfield Freeway - One continuous counter for all lanes has been permanently installed at the western terminus of the westbound HOV lane.

    b. Freeway Ramps - Traffic loops have been cut in existing ramps for the length of the project (Figure No. 6). Counters are circulated among these ramps to obtain a one-week-per-month count for each loop.

    c. Arterial Streets - Traffic loops have been cut in three arterial streets which parallel the Banfield and may incur traffic volume changes as a result of the HOV lane (Figure No. 6). These loop sites correspond with the location of arterial street carbon monoxide monitoring stations. A one-week-per-month count will be taken at each site.

2. Lane Counts - Lane counts are taken manually at two locations on the freeway, three days each month, at 6-9 a.m. westbound and 3-6 p.m. eastbound.

3. Truck Counts

    a. Freeway - Number of trucks are counted one day each month at a point mid-distant along the project length.

    b. Arterial Streets - Number of trucks are counted one day each month on each of the three parallel arterial streets.

4. Traffic Speed

    a. Freeway - Floater cars are used to determine average traffic speeds between six check points along the freeway in both the restricted and nonrestricted lanes. The runs are made three days each month at 6-9 a.m. westbound and 4-7 p.m. eastbound.

FIGURE 6

TRAFFIC COUNTER LOCATIONS

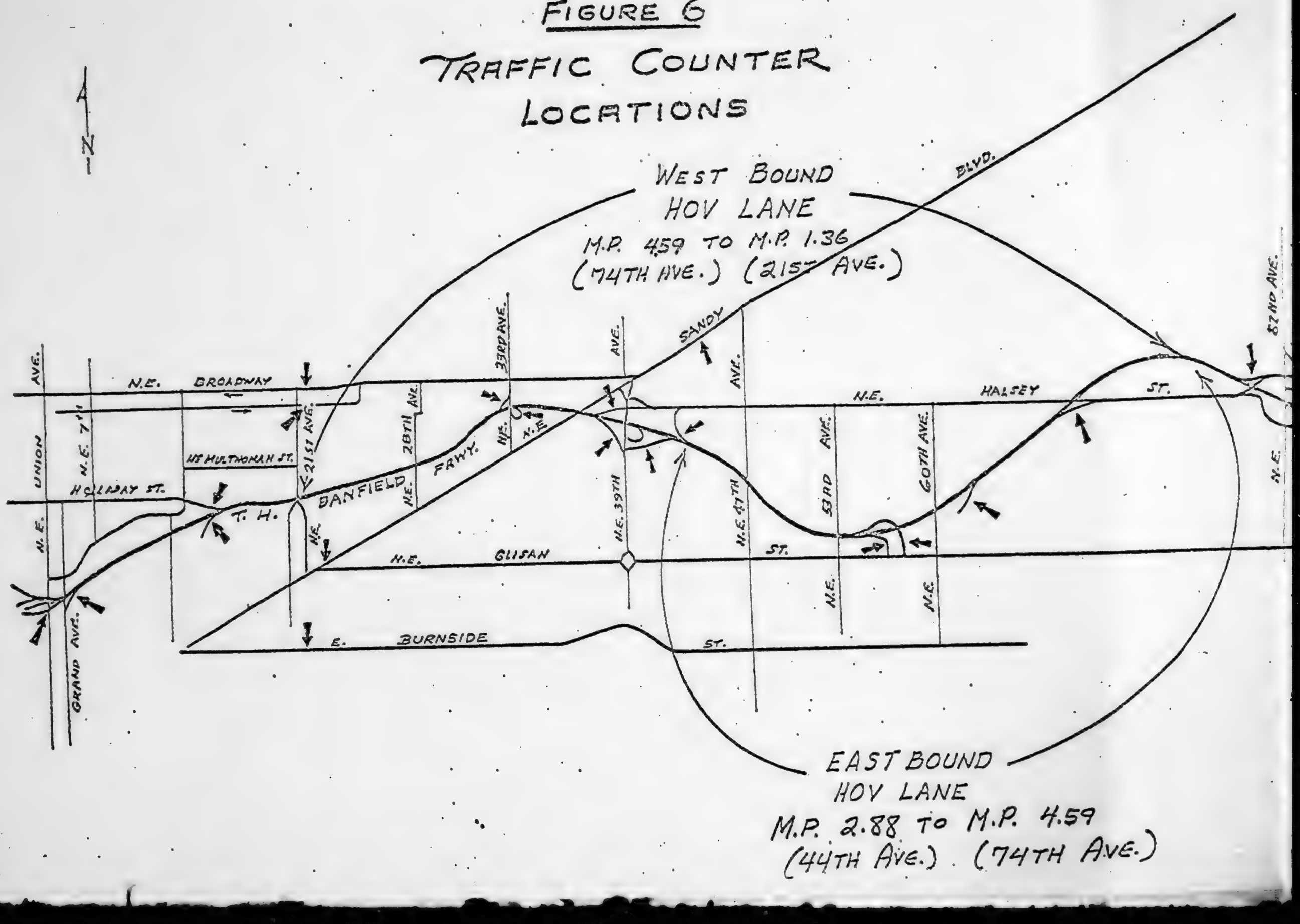
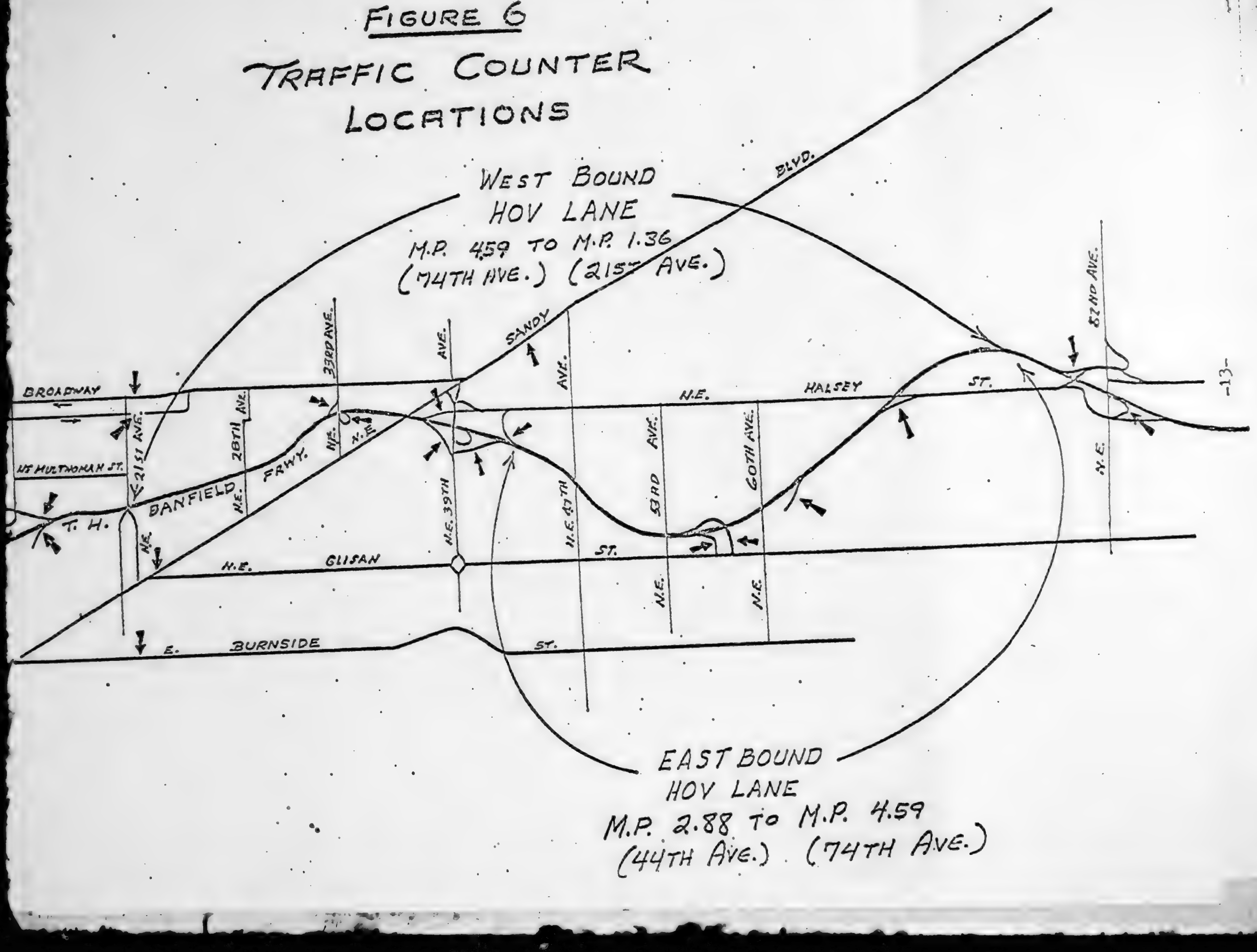


FIGURE 6

TRAFFIC COUNTER LOCATIONS



b. Arterial Streets - Average traffic speeds are taken at three arterial street locations where traffic counters and air sampling stations are located. Floater cars are used. Each location is sampled one weekday per month during the peak hour, and the days selected are consistent with the traffic volume and air sampling schedules.

Task B - Analyze Transit and Carpool Use

Collect data and analyze the data to determine the following:

- The change in bus patronage as a result of the project
- The change in bus travel time
- The change in vehicle occupancy rates (excluding buses)
- The effect of parking rate change, within the CBD, on transit and carpool usage
- The effect of fuel price change on HOV lane use
- User attitude

In order to collect the required data, the following data collection program shall be used:

1. Bus Ridership

   a. The regional transit agency, Tri-Met, is providing daily ridership counts for the "Banfield Flyers" (special peak-hour express runs), and monthly ridership counts for all other Tri-Met buses.

   b. One-day-per-month occupancy estimates are being made by a lane observer for non-Tri-Met buses using the HOV lane during the peak hour.

   c. One-day-per-month occupancy estimates are being made by a remote observer for all buses traveling in a corridor similar to the Banfield (Sunset Highway) during peak hours.

2. Bus Travel Time - Monthly time runs are made for the "Banfield Flyers."

3. Vehicle Occupancy - Occupancy counts, for non-bus vehicles, are made on three consecutive weekdays per month on the Banfield, during peak-hour operation. A count for each lane is taken. Occupancy counts for non-bus vehicles are also taken during the peak hours,

one day per month, on a freeway corridor similar in situation to the Banfield for comparison. The freeway which was selected is the Sunset Highway located in Southwest Portland.

4. Fuel Price - Selected gas stations serving the corridor will be monitored for fuel price change.

5. Banfield-User Character and Attitude - A survey will be distributed by mail throughout the Banfield service area to determine origin and destination, user attitude, mode preference, and basic user characteristics necessary to evaluate operational policies.*

   *Note - No mention that the Federal Government is involved in funding this study shall appear on the survey questionnaire.

Task C - Analyze Safety

This task shall determine the change in the rate and nature of vehicular accidents occurring within the project section. In order to determine this, a bi-annual analysis of traffic accident data occurrences within the project corridor shall be made to determine the nature and cause of each vehicular conflict. During the first three months of HOV lane operation, a copy of each accident report received by the state Motor Vehicles Division was forwarded to the Highway Division. This enabled the Highway Division to closely scrutinize accident patterns and causes so that operational response time to safety hazards would be minimal. Time and expense precluded continuing this effort throughout the 18-month program.

Task D - Analyze Air Quality within the Freeway Corridor to Determine:

- The change in ambient levels of carbon monoxide within the project corridor and along parallel arterials; hourly changes as well as daily and monthly changes will be monitored (Oct. 1 through March 1).

- The change in ambient levels of oxides of nitrogen and lead as they affect the closest downwind, sensitive receptor to project corridor emissions (year round).

In order to collect the required data, the following data collection program shall be conducted:

1. Carbon Monoxide - Sequential air samplers are installed at six locations (Figure No. 7). Two sites are located directly adjacent to and downwind of the freeway travel lanes; one site occurs about 400 feet downwind of the freeway, up out of the depressed Banfield corridor; and three sites are located along arterial streets, paralleling the Banfield, which may incur traffic volume changes

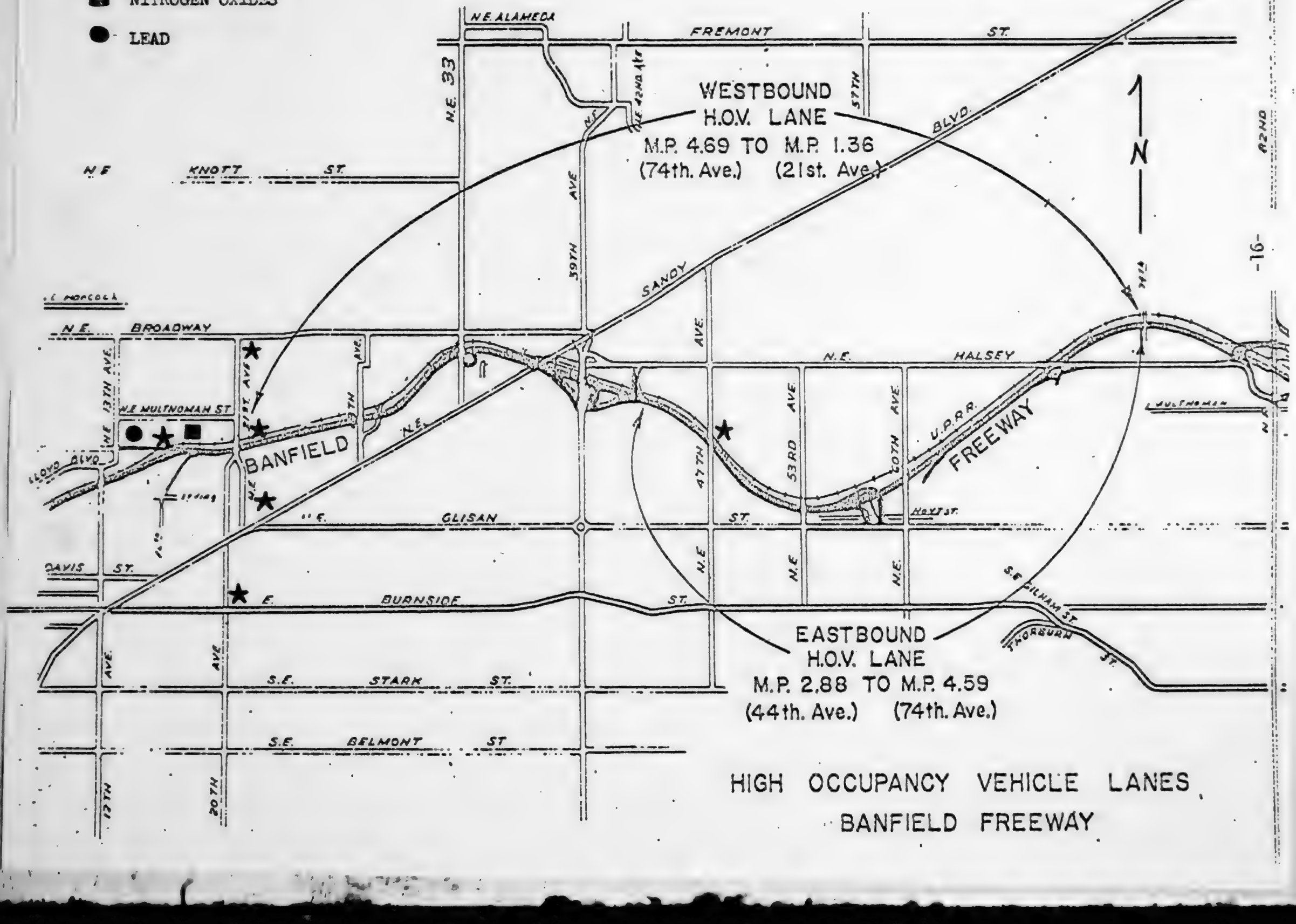
MONITORING STATIONS

Figure 7

★ CARBON MONOXIDES

■ NITROGEN OXIDES

● LEAD



HIGH OCCUPANCY VEHICLE LANES

BANFIELD FREEWAY

as a result of the HOV lanes. Sampling will occur twice a week on randomly selected nonconsecutive days with all sites being sampled simultaneously. A sampling period will be from 6 a.m. to 6 p.m. and will be comprised of 12 one-hour samples.

Carbon monoxide concentration in each bag sample is measured by use of a portable field CO analyzer (Ecolyzer).

2. Nitrogen Oxides - A continuous chemiluminescent analyzer will be installed at a site about 400 feet downwind of the freeway up out of the depressed freeway corridor (Figure No. 7). The analyzer will be housed in an environmentally controlled trailer. NOx monitoring is expected to begin June 1, 1976.

3. Lead - A HI-VOL sampler is located at the same site as described for the nitrogen oxides monitoring system. Two 24-hour samples per week are obtained.

4. Wind Direction and Speed - An automatic weather station has been located in the vicinity of the air sampling sites (Figure No. 7). Wind speed and direction are continually recorded on a chart roll.

Supplementary Notes to the Statement of Work

1. During the progress of this study, the following items shall be developed or provided:

   a. Ongoing graphing of all collected data shall be done to assist in revealing questionable trends.

   b. A prodecural manual for monitoring each separate air quality pollutant shall be developed to ensure consistency in the collecting process.

   c. Assigned specialists shall review all incoming raw data.

   d. A technical advisory committee for the Banfield project should periodically review the data in a plotted form. (Mr. C. T. Christianson of the FHWA Oregon Division Office should be included on the technical advisory committee.)

2. Mr. Max Klotz shall be designated as the principal investigator for this contract.

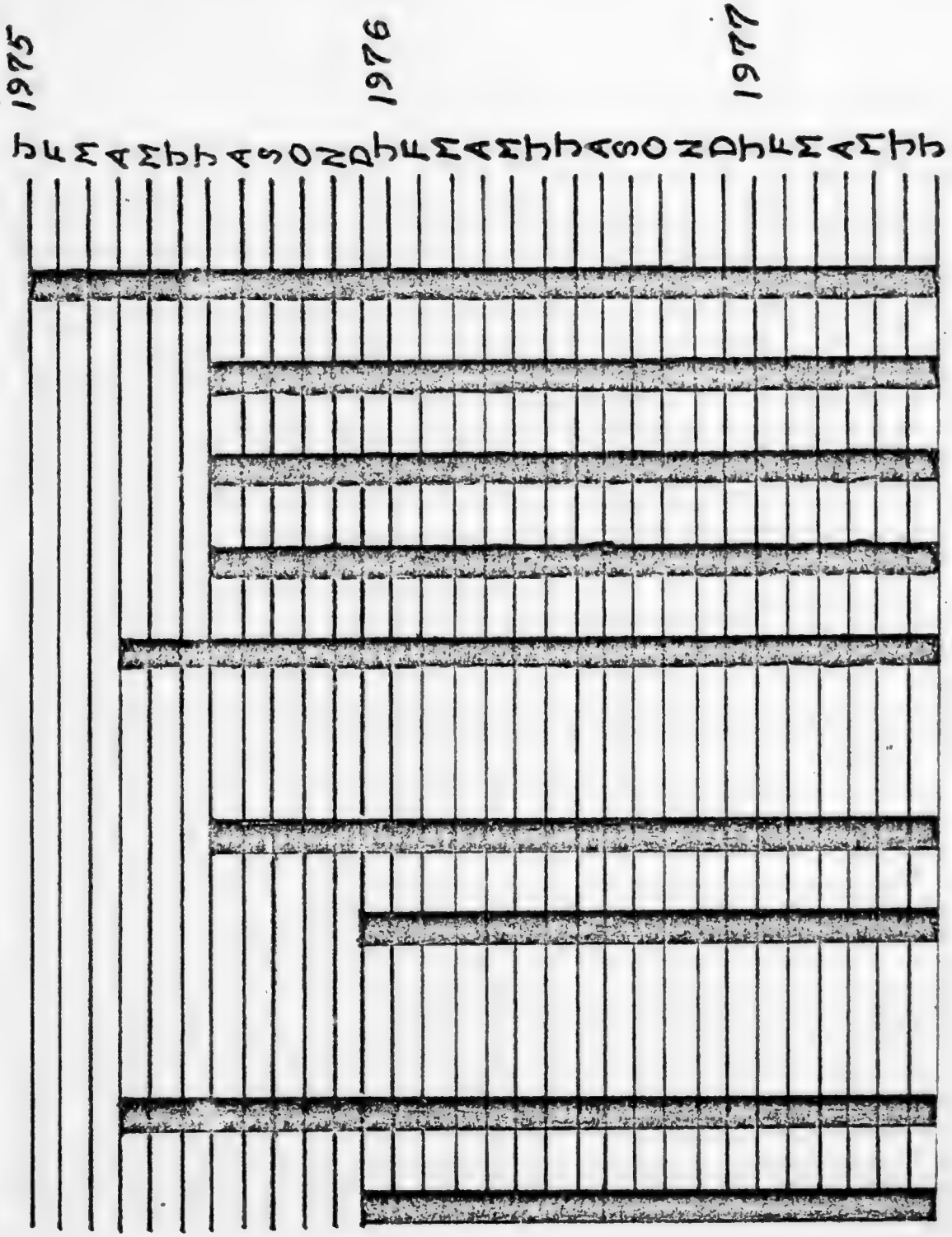
3. The Project Schedule is shown on page 19. The project should terminate August 31, 1977, which allows for a two-month final report development and review period.

4. The final report shall document the findings of all tasks and it shall provide a chronological description of the changes in freeway

operation, enforcement intensity, safety features, freeway usage aids, and bus schedules throughout the evaluation period. These characteristics shall be correlated with the trend indicators. Intercorrelation of various indicators shall be accomplished to analyze cause and effect relationships.

Six copies of a draft final report shall be provided to the contract manager and one copy to the contract administrator. Include the usual requirement for preparing the final report.

PROJECT SCHEDULE



A. Traffic Analysis

1. Volumes

   a. Banfield

   b. Banfield Ramps

   c. Arterial Streets

2. Lane Counts

3. Occupancy Counts

4. Truck Counts

   a. Banfield

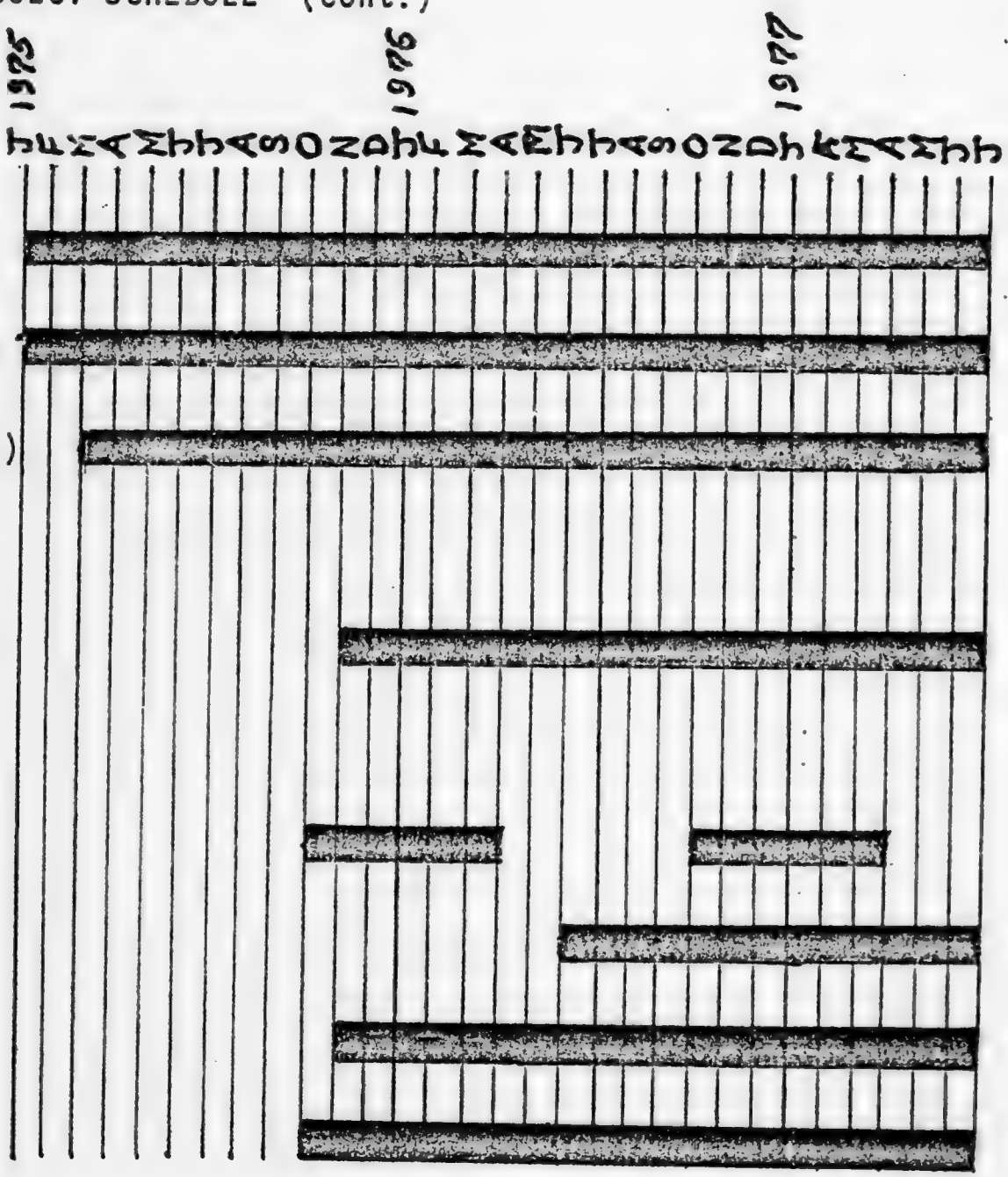
   b. Arterial Streets

5. Traffic Speed

   a. Banfield

   b. Arterial Streets

PROJECT SCHEDULE (Cont.)



B. Transit and Carpool Analysis

1. Bus Ridership

2. Bus Travel Time

3. Carpool (Occupancy Counts)

C. Safety

1. Accident Rate and Analysis

D. Air Quality Monitoring

1. Carbon Monoxide

2. Nitrogen Oxides

3. Lead

4. Wind Speed and Direction

RFP Number 539-6

Title: "Evaluation of Preferential Lanes for High-Occupancy Vehicles on the Banfield Freeway, Portland, Oregon"
Proposal Submitted by: Oregon State Highway Division

Level of Effort and Task Breakdown

Name of Principal Staff Members	Role in Study	Task A	Task B	Task C	Task D	Total
Max Klotz	Principal Investigator	0.7	0.2	0.4	0.7	2
Jerry Street	Asst. Principal Investigator	2.1	2.1	1.05	1.75	7
Bill McConnel	Data Collection Coordinator	14.5	3.5	1.5	3.5	23
Jef Kaiser	Investigator	0.9	0.25	0.1	2.75	4
Dennis Peterson	Traffic Data Analyst	0.8	0	0.2	0	1
Richard Wood	Air Quality Data Analyst	0.3	0.1	0.1	1.5	2
Total						

Note: All times are given in man-months.

Biographical Information
for
Principle Staff and Technical Advisors

Principle Investigator (OSHD) - Max Klotz is a registered professional engineer with 24 years experience in all phases of highway engineering. Max is currently the Highway Division's Metropolitan Planning Engineer in Portland.

Assistant Principle Investigator (OSHD) - Jerry Street has a BS degree in civil engineering from Oregon State University and is a registered professional engineer. Jerry has 16 years experience in highway engineering and is presently a resident engineer in Portland.

Data Collection Coordinator (OSHD) - William McConnel has an associates degree in civil engineering technology from Oregon Institute of Technology and has 15 years experience in highway engineering.

Investigator (OSHD) - Geoffrey Kaiser has a BS degree in geography/biology from Florida State University, and an MS degree in resource/physical geography from Oregon State University. Jef has one year of experience in highway environmental planning and one year professional experience in research and data compilation.

Traffic Data Analyst and Technical Advisor (OSHD) - Dennis Peterson has a BS degree from North Dakota State University in civil engineering and is a registered professional engineer. Dennis has been the Highway Division's Portland Metropolitan Traffic Engineer for the past 13 years, and has an overall 19 years experience in traffic engineering.

Technical Advisor (DEQ) - John Core has a BS degree in biology from Portland State University and did graduate work in chemistry and air pollution at Portland State. John has received additional specialized training in statistics, data analysis, and quality assurance. John has had 11 years experience in air quality control and monitoring.

Technical Advisor (DEQ) - Carl Simons has a BS degree from Drexel University in metallurgical engineering and an MS degree in air quality management and urban planning from the same institute. Carl has two years experience in air quality management and urban transportation planning.

Air Quality Data Analyst and Technical Advisor (OSHD) - Richard Wood has a BS degree from the University of Michigan in civil engineering. Richard has four years experience in highway planning and construction and two years experience in highway air quality monitoring

Computer Programmer and Data Coordinator (OSHD) - Joe Clinton has a BS degree in psychology from Oregon College of Education and an associates degree in computer science from Sacramento City College. Joe has 15 years experience in data processing.

III. COST ESTIMATE

Cost Summary
for Evaluation Program

Description of Cost	Total Cost	Portion of Costs to be Charged to Grant
Task "A"		
Labor	121,913	77,699
Equipment & Materials	33,937	6,438
Miscellaneous Expenditures	22,625	300
Total of Task "A"	178,475	84,437
Task "B"		
Labor	21,361	13,453
Equipment & Materials	1,127	679
Miscellaneous Expenditures	2,900	2,400
Total of Task "B"	25,388	16,532
Task "C"		
Labor	9,179	5,545
Equipment & Materials	193	116
Miscellaneous Expenditures	800	300
Total of Task "C"	10,172	5,961
Task "D"		
Labor	62,774	32,286
Equipment & Materials	49,922	4,100
Miscellaneous Expenditures	27,225	6,660
Total of Task "D"	139,921	43,046
Summation		
Labor	215,227	128,983
Equipment & Materials	85,179	11,333
Miscellaneous Expenditures	53,550	9,660
Task Totals	353,956	149,976

Detailed

Cost Breakdown

Classification	MANPOWER To July '76 Base Rate	MANPOWER To July '76 Plus Overhead	MANPOWER July '76-July '77 Base Rate	MANPOWER July '76-July '77 Plus Overhead	No. Man Months	Total Cost	DISTRIBUTION OF INVOLVEMENT TASK A %	TASK A Cost	TASK B %	TASK B Cost	TASK C %	TASK C Cost	TASK D %	TASK D Cost	Cost to Grant
Highway Engineer 6	1,928	2,574			1	2,574	40	1,030	10	257	10	257	40	1,030	
Highway Engineer 6			2,140	2,857	1	2,857	30	857	10	286	30	857	30	857	
Highway Engineer 4	1,665	2,223			2	4,446	30	1,334	30	1,334	15	667	25	1,112	
Highway Engineer 4			1,848	2,467	5	12,335	30	3,701	30	3,701	15	1,850	25	3,084	12,335
Highway Engineer 3			1,596	2,131	2	4,262	0	0	0	0	0	0	100	4,262	4,262
H way Engineer 1	1,183	1,579			11	17,369	50	8,685	15	2,605	10	1,737	25	4,342	
Highway Engineer 1			1,313	1,753	15	26,295	70	18,407	15	3,944	5	1,315	10	2,630	26,295
Senior Programmer	1,376	1,837			0.5	919	0	0	0	0	0	0	100	919	
Program Analyst			1,522	2,032	3	6,096	0	0	0	0	0	0	100	6,096	6,096
Program Executive 1	1,371	1,830			3	5,490	20	1,098	5	275	0	0	75	4,118	
Program Executive 1			1,522	2,032	1	2,032	30	610	10	203	10	203	50	1,016	2,032
Hwy.Maint.Worker 1	841	1,123			26	29,198	65	18,979	10	2,920	0	0	25	7,300	
Hwy.Maint.Worker 2			978	1,306	39	50,934	70	35,654	10	5,093	0	0	20	10,187	50,934
Scientific Instrument Technician	Charged to program at $15/hour				6	14,400	0	0	0	0	0	0	100	14,400	4,073
Technician 1	926	1,236			9	11,124	100	11,124	0	0	0	0	0	0	
Technician 1			1,028	1,372	14	19,208	90	17,287	0	0	10	1,921	0	0	19,208
Secretary	577	770			1	770	30	231	30	231	15	116	25	193	
Secretary			640	854	2	1,708	30	512	30	512	15	256	25	427	1,708
Cost of overtime to program						3,205	75	2,404	0	0	0	0	25	801	2,037

ation	MANPOWER To July '76 Base Rate	Plus Overhead	July '76-July '77 Base Rate	Plus Overhead	No. Man Months	Total Cost	DISTRIBUTION OF INVOLVEMENT TASK A %	Cost	TASK B %	Cost	TASK C %	Cost	TASK D %	Cost	Cost to Grant
neer 6	1,928	2,574			1	2,574	40	1,030	10	257	10	257	40	1,030	
neer 6			2,140	2,857	1	2,857	30	857	10	286	30	857	30	857	
neer 4	1,665	2,223			2	4,446	30	1,334	30	1,334	15	667	25	1,112	
neer 4			1,848	2,467	5	12,335	30	3,701	30	3,701	15	1,850	25	3,084	12,335
neer 3			1,596	2,131	2	4,262	0	0	0	0	0	0	100	4,262	4,262
neer 1	1,183	1,579			11	17,369	50	8,685	15	2,605	10	1,737	25	4,342	
neer 1			1,313	1,753	15	26,295	70	18,407	15	3,944	5	1,315	10	2,630	26,295
ammer	1,376	1,837			0.5	919	0	0	0	0	0	0	100	919	
yst			1,522	2,032	3	6,096	0	0	0	0	0	0	100	6,096	6,096
tive 1	1,371	1,830			3	5,490	20	1,098	5	275	0	0	75	4,118	
utive 1			1,522	2,032	1	2,032	30	610	10	203	10	203	50	1,016	2,032
rker 1	841	1,123			26	29,198	65	18,979	10	2,920	0	0	25	7,300	
rker 2			978	1,306	39	50,934	70	35,654	10	5,093	0	0	20	10,187	50,934
nstru- an	Charged to program at $15/hour				6	14,400	0	0	0	0	0	0	100	14,400	4,075
	926	1,236			9	11,124	100	11,124	0	0	0	0	0	0	
			1,028	1,372	14	19,208	90	17,287	0	0	10	1,921	0	0	19,208
	577	770			1	770	30	231	30	231	15	116	25	193	
			640	854	2	1,708	30	512	30	512	15	256	25	427	1,708
ime to program						3,205	75	2,404	0	0	0	0	25	801	2,037

EQUIPMENT AND MATERIALS

DISTRIBUTION OF INVOLVEM

Description of Item	No.Units	Cost/Unit	Rent/Shift	No.Shifts	Total Cost	TASK A %	TASK A Portion of cost	TASK B %	TASK B Portion of cost	TASK C %	TASK C Portion of cost	TASK %	TASK Portion of cost
Sequential bag CO samplers	6	1,150			6,900	0	0	0	0	0	0	100	6
"Tedlar" sampling bags	450	4.50			2,025	0	0	0	0	0	0	100	2
Portable CO sampler	1	1,000			1,000	0	0	0	0	0	0	100	1
High-volume lead sampler	1	1,000			1,000	0	0	0	0	0	0	100	1
Air quality trailer	1	12,000			12,000	0	0	0	0	0	0	100	12
Nitrogen oxides monitoring system	1	12,000			12,000	0	0	0	0	0	0	100	12
Automatic weather station	1		2.00	1883	3,766	0	0	0	0	0	0	100	3
"Pinto" automobile	1		9.30	415	3,860	70	2,702	15	579	5	193	10	
Crew-cab truck	1		13.20	415	5,478	70	3,835	10	548	0	0	20	1,0
Carryall truck	1		10.00	415	4,150	100	4,150	0	0	0	0	0	0
Automatic traffic counters	20	1,000			20,000	100	20,000	0	0	0	0	0	0
Expendables, parts, and miscellaneous					13,000	25	3,250	0	0	0	0	75	9,7

ENT AND MATERIALS

DISTRIBUTION OF INVOLVEMENT

em	No.Units	Cost/Unit	Rent/Shift	No.Shifts	Total Cost	TASK A %	TASK A Portion of cost	TASK B %	TASK B Portion of cost	TASK C %	TASK C Portion of cost	TASK D %	TASK D Portion of cost	Cost to Grant
	6	1,150			6,900	0	0	0	0	0	0	100	6,900	
	450	4.50			2,025	0	0	0	0	0	0	100	2,025	1,017
	1	1,000			1,000	0	0	0	0	0	0	100	1,000	
	1	1,000			1,000	0	0	0	0	0	0	100	1,000	
	1	12,000			12,000	0	0	0	0	0	0	100	12,000	
	1	12,000			12,000	0	0	0	0	0	0	100	12,000	
	1		2.00	1883	3,766	0	0	0	0	0	0	100	3,766	2,190
	1		9.30	415	3,860	70	2,702	15	579	5	193	10	386	2,325
	1		13.20	415	5,478	70	3,835	10	548	0	0	20	1,095	3,300
	1		10.00	415	4,150	100	4,150	0	0	0	0	0	0	2,500
	20	1,000			20,000	100	20,000	0	0	0	0	0	0	
					13,000	25	3,250	0	0	0	0	75	9,750	

MISCELLANEOUS EXPENDITURES — DISTRIBUTION OF INVOLVEMENT

Type of Expenditure	Total Cost	TASK A %	TASK A Cost	TASK B %	TASK B Cost	TASK C %	TASK C Cost	TASK D %	TASK D Cost	Cost to Grant
Key punching	2,000	0	0	0	0	0	0	100	2,000	1,200
Computer time	5,000	0	0	0	0	0	0	100	5,000	3,000
Monitoring site construction	28,500	70	19,950	0	0	0	0	30	8,550	
Chart roll analysis	2,550	0	0	0	0	0	0	100	2,550	1,460
Electrical power	1,000	0	0	0	0	0	0	100	1,000	1,000
Annual "Users" survey	3,000	10	300	80	2,400	10	300	0	0	3,000
Contingency fund	10,000	20	2,000	5	500	5	500	70	7,000	
D.E.Q. participation	1,500	25	375	0	0	0	0	75	1,125	

ATTACHMENTS

INSTRUCTIONS TO OFFERORS FOR SUBMITTING PROPOSALS, page nos. 1 thru 4.

SPECIAL REQUIREMENTS, page nos. 5 and 6.

SUPPLEMENT TO CONTRACT PROPOSAL, page nos. 7 thru 13.

INSTRUCTIONS TO OFFERORS FOR SUBMITTING PROPOSALS

In responding to this solicitation please submit your proposal in three parts as follows:

Part I - Technical Proposal

A technical dissertation describing in detail how you would proceed if awarded a contract, a general history of the research segment of your firm, and a description of your experience in comparable studies.

Included as a part of your technical proposal shall be an organized work plan. This plan shall set forth a specific schedule of the work to be performed as outlined in ARTICLE I, STATEMENT OF WORK. The work plan shall be in such a form as to establish a firm schedule of dates for the start and completion of all activities, related requirements of manpower, and other resources assignable to each activity. The work plan schedule shall be reviewed periodically and revised as mutually agreed by the parties to this contract.

NOTE: A financial plan keyed to the organized work plan and giving a breakdown (by components) of costs which specifically relate to the organized work plan shall also be provided. It shall not be submitted with the technical proposal but shall be submitted in Part III - Cost Estimate.

Part II - Staffing

The names of all personnel and the positions they will occupy as related to this project shall be provided. The estimated level of effort in man-hours shall be shown for professional, technical and staff support personnel. Biographical summaries of key personnel shall also be included.

NOTE: The staffing information shall be provided on a task by task basis by discipline in accordance with the format identified as Attachment A.

Part III - Cost Estimate

The "SUPPLEMENT TO CONTRACT PROPOSAL" must be completed and signed.

Your cost breakdown shall detail the elements of work involved, the level and number of personnel to be utilized, labor, materials, overhead, etc.

Optional Form 60, Contract Proposal, must be completed and returned. Cost figures should not be shown in the forwarding letter or in the technical proposal.

You shall include a financial plan keyed to the organized work plan.

In addition to the three parts above, you shall furnish the following information with your proposal:

1. A current financial statement. — NOT APPLICABLE

2. A statement regarding availability of facilities and equipment necessary to accomplish the required work. — ALL NECESSARY EQUIPMENT IS AVAILABLE.

3. If any or all of the required facilities are Government-owned, a complete listing of these facilities is required and the cognizant Government agency furnishing the facilities and the facilities contract number(s). — NOT APPLICABLE

4. Information on contracts in fields relating to the proposed procurement which have been or are being performed by the offeror within the past three years including contract number, Government agency placing contract, type of contract, and brief description of the work. — NOT APPLICABLE

5. If subcontractors will be used in carrying out the requirements of this project, the following minimum information concerning the subcontractor shall be furnished: — NOT APPLICABLE

   a. Name and address of the firm.
   b. Statement of work and work plan (schedule) for the portion of work to be conducted by the subcontractor.
   c. Cost proposal (use Optional Form 60).
   d. Names and positions of personnel who will work on the project.
   e. A letter or other statement from each proposed consultant and/or subcontractor indicating that he has been approached on the matter of participation in this study and that he is willing and able to do so in the terms indicated.

6. If ADP services are anticipated in carrying out the requirements of the project, the following information shall be provided:

   a. Manufacturer and model of computer. (IBM 370-158)
   b. Turn-around time and memory requirements. (2 days, 128K)
   c. Peripheral equipment requirements. (None)
   d. Computer time requirements and applicable rates. (10 min/mo. CPU 25.00/min.)
   e. Remote terminal capabilities including communication lines and modems. (N/A)
   f. Geographical location of the computer. (Salem/Oregon)
   g. Description and specifications for any system analysis and/or programming, including man-hours of effort and cost estimates. (See cost estimate)
   h. Description of any special ADP equipment and/or services required. (No special requirement)
   i. Description of any special software support required. (No special requirement)

NOTE: Any computer programs developed under this project shall be in FEDERAL STANDARD COBOL or ANSI FORTRAN IV language.

Any computer programs developed under this project shall be documented in accordance with the "FHWA Documentation Standards," Section 5, Chapters 2 and 3.

ADP Equipment

All specifications for the acquisition or use of ADP equipment shall be submitted with Part III of the offeror's proposal.

Data Collection Output

All automatically recorded data in magnetic tape or punched cards must be capable of being processed on FHWA equipment. FHWA equipment includes digital computers and analog to digital conversion systems located in the Washington, D. C., metropolitan area.

Analog Data Recorded on Magnetic Tape

Analog data recorded on magnetic tape shall either be capable of being converted on FHWA A/D conversion system or shall be converted to 9-track digital magnetic tape or punched card in accordance with the following section entitled "Digital Data Output on Magnetic Tape or Punched Cards."

Digital Data Output on Magnetic Tape or Punched Cards

All digital data collection devices which record data to be analyzed on a digital computer must either produce 9-track 1/2 inch magnetic tape in EBCDIC or ASCII code or 12-row, 3 1/4 inch-wide punched cards as specified in FIPS PUB 13.

The card punch device shall punch data in the Federal Standard Code for Information Interchange, FIPS PUB 1 or one of the approved Subsets of the Standard Code for Information Interchange FIPS PUB 15, in the hole pattern specified in FIPS PUB 14, Hollerith Punched Card Code.

(Copies of the Federal Information Processing Standards Publications, FIPS PUBS, can be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.)

SPECIAL REQUIREMENTS

1. In submitting a proposal in response to this Request For Proposal, the submitter must state that:

   a. The proposal submitted does not contain proprietary or confidential information; or

   b. The proposal submitted does contain proprietary or confidential information and that such information is specifically and clearly identified within the proposal itself.

   If a proposal is silent on the matter of proprietary or confidential information, the Government will assume that the proposal does not contain such information.

2. Unless the offeror restricts the use of material submitted in support of his proposal, the Federal Highway Administration may make use of such material, including any idea contained therein, for such purposes as it may deem appropriate.

3. Proposals must set forth full, accurate and complete but concise information as required by this Request For Proposal (including attachments); the penalty for making false statements in proposals is prescribed in 18 U.S.C. 1001.

4. The Supplement to Contract Proposal (REPRESENTATIONS, CERTIFICATIONS, AND ACKNOWLEDGEMENTS) attached hereto containing certain certifications, such as Type of Business Organization, Small Business, Contingent Fee, Equal Opportunity, Regular Dealer-Manufacturer, Buy-American Certification, Certification of Independent Price Determination, Certification of Nonsegregated Facilities, Employment of the Handicapped Certification, Clean Air and Water Certification, Disclosure Statement--Cost Accounting Practices and Certification, etc., is a part of this Request For Proposal (RFP) and must be fully executed in order for your proposal to be considered responsive.

5. The proposal must be signed by an official authorized to bind the offeror. The proposal shall also provide:

   a. Name and title of individual with authority to contractually bind the offeror.
   FRED B. KLABOE, STATE HIGHWAY ENGINEER

   b. Name, title, address, telephone number and area code of person who may be contacted during the period of evaluation of proposals and for prompt contract administration upon award of a contract.
   ROBERT N. BOTHMAN, METROPOLITAN ENGINEER-PORTLAND
   5821 NE GLISAN STREET, PORTLAND, OREGON 97213
   PHONE NUMBER: 503-238-8226

Revised 9/3/75

6. A contractor's Certificate of Current Cost or Pricing Data may be required after negotiation and prior to contract award.

7. Unnecessarily elaborate brochures or other presentations beyond that sufficient to present a complete and effective proposal are not desired and may be construed as an indication of the offeror's lack of cost consciousness. Elaborate art work, expensive paper and bindings, and visual and other presentation aids are neither necessary nor wanted.

8. An award will be made to the offeror whose proposal is determined to be the most advantageous to the Government. The Federal Highway Administration reserves the right: to reject any proposal at any time after the closing date; to conduct negotiations to the extent the Government deems necessary and appropriate; and, to make an award without further discussion or negotiation.

9. Information will be disclosed to offerors in accordance with Subparts 1-3.103(b) and 1-3.805-1(b) of the Federal Procurement Regulations, June 1964 edition.

10. The contracting officer is the only individual who can legally commit or obligate the Government to the expenditure of public funds. No cost chargeable to the proposed contract can be incurred before receipt of a fully executed contract or specific written authorization from the contracting officer.

11. Contract provision for progress payments will be made in conformity with the Federal Procurement Regulations. The need for progress payments conforming to the Federal Procurement Regulations will not be considered as a handicap or adverse factor in the award of contracts. (See enclosed--Progress Payments--if applicable.)

12. Reporting requirements are shown in ARTICLE II of the Sample Contract.

13. Delivery schedule is shown in ARTICLE IV of the Sample Contract.

SUPPLEMENT TO CONTRACT PROPOSAL

RFP-539-6

REPRESENTATIONS, CERTIFICATIONS, AND ACKNOWLEDGEMENTS (Offerors must COMPLETE, SIGN, AND ATTACH this supplement, in single copy, to any proposal submitted under the Request for Proposal identified above.)

1. TYPE OF BUSINESS ORGANIZATION: (check appropriate box)
The offeror represents that he operates as an
☐ individual, ☐ a partnership, ☒ a nonprofit organization
or ☐ a corporation, incorporated under the laws of
the State of _____.

2. SMALL BUSINESS: (Check appropriate box)
The offeror represents that he ☐ is, or ☒ is not, a small business concern. A small business concern for the purpose of Government procurement is a concern, including its affiliates, which is independently owned and operated, is not dominate in the field of operation in which it is bidding on Government contracts, and can further qualify under the criteria concerning number of employees, average annual receipts, or other criteria, as prescribed by the Small Business Administration. (See Code of Federal Regulations, Title 13, Part 121, as amended, which contains detailed industry definitions and related procedures.)
Number of employees _____

3. CONTINGENT FEE: (Check appropriate boxes)
The offeror represents (a) that he ☐ has, ☒ has not, employed or retained any company or person (other than a full-time bona fide employee working solely for the offeror) to solicit or secure this contract, and (b) that he ☐ has, ☒ has not, paid or agreed to pay any company or person (other than a full-time bona fide employee working solely for the offeror) any fee, commission, percentage, or brokerage fee contingent upon or resulting from the award of this contract; and agrees to furnish information relating to (a) and (b) above, as requested by the contracting officer. (NOTE: For interpretation of the representation, including the term "bona fide employee," See Code of Federal Regulations, Title 41, Chapter 1, Subpart 1-1.5.)

4. EQUAL OPPORTUNITY: (Check appropriate boxes)

The offeror represents that he [X] has, [ ] has not, participated in a previous contract or subcontract subject either to the Equal Opportunity clause herein or in accordance with Executive Orders No. 10925, 11114, or 11246 as amended by No. 11375; that he [X] has, [ ] has not, filed all required compliance reports; and that representations indicating submission of required compliance reports, signed by proposed subcontractors will be obtained prior to subcontract awards.

In regard to the above Equal Opportunity in Employment Representation, if you certify that you have practiced in a previous contract, subject to the Equal Opportunity clause stated in the contract (or the Request for Proposals) or the clauses referred to in the above certification, but have not been requested or required to file compliance reports, then you should check the box reading "that he has, filed all required compliance reports."

AFFIRMATIVE ACTION PROGRAM:

The offeror represents that (1) he [X] has developed and has on file, [ ] has not developed and does not have on file, at each establishment affirmative action programs as required by the rules and regulations of the Secretary of Labor (41 CFR 60-1 and 60-2), or (2) he [ ] has not previously had contracts subject to the written affirmative action program requirement of the rules and regulations of the Secretary of Labor.

5. REGULAR DEALER-MANUFACTURER: (Check appropriate box)

The offeror represents that he is a [ ] regular dealer in, [ ] manufacturer of, the supplies offered. NOT APPLICABLE

6. BUY AMERICAN CERTIFICATION: (Complete as appropriate)

The offeror hereby certifies that each end product, except the end products listed below, is a domestic source end product (as defined in the clause entitled "Buy American Act"); and that components of unknown origin have been considered to have been mined, produced, or manufactured outside the United States: NOT APPLICABLE

Excluded end products (show country origin for each):

_____

_____

submitting a proposal for a contract which requires [illegible]ce or delivery outside the United States, its possessions, and Puerto Rico.

7. CERTIFICATION OF INDEPENDENT PRICE DETERMINATION:

(a) By submission of a proposal, the offeror certifies and in the case of a joint proposal each party thereto certifies as to its own organization, that in connection with this procurement:

(1) The prices on this proposal have been arrived at independently, without consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other offeror or with any competitor;

(2) Unless otherwise required by law, the prices which have been quoted in this proposal have not been knowingly disclosed by the offeror and will not be knowingly disclosed by the offeror prior to award directly or indirectly to any other offeror or to any competitor; and

(3) No attempt has been made or will be made by the offeror to induce any other person or firm to submit or not to submit a proposal for the purpose of restricting competition.

(b) Each person signing this proposal certifies that:

(1) He is the person in the offeror's organization responsible within that organization for the decision as to the prices being offered herein and that he has not participated, and will not participate, in any action contrary to (a)(1) through (a)(3) above; or

(2) (i) He is not the person in the offeror's organization responsible within that organization for the decision as to the prices being offered herein but that he has been authorized in writing to act as agent for the persons responsible for such decision in certifying that such persons have not participated and will not participate in any action contrary to (a)(1) through (a)(3) above, and as their agent does hereby so certify; and

(ii) He has not participated, and will not participate, in any action contrary to (a)(1) through (a)(3) above.

(c) This certification is not applicable to a foreign offeror submitting a proposal for a contract which requires performance or delivery outside the United States, its possessions, and Puerto Rico.

(d) A proposal will not be considered for award where (a)(1), (a)(3), or (b) above has been deleted or modified. Where (a)(2) above has been deleted or modified, the proposal will not be considered for award unless the offeror furnishes with the proposal a signed statement which sets forth in detail the circumstances of the disclosure and the head of the agency, or his designee, determines that such disclosure was not made for the purpose of restricting competition.

8. CERTIFICATION OF NONSEGREGATED FACILITIES:

By signing this offer, the offeror or subcontractor certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments and that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He certifies further that he will not maintain or provide for his employees any segregated facilities at any of his establishments and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. The offeror or subcontractor agrees that a breach of this certification is a violation of the Equal Opportunity clause in this contract. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, creed, color, or national origin, because of habit, local custom, or otherwise. He further agrees that (except where he has obtained identical certifications from proposed subcontractors for specific time periods) he will obtain identical certifications from proposed subcontractors prior to award of subcontracts exceeding $10,000 which are not-exempt from the provisions of the Equal Opportunity clause; that he will retain such certifications in his files; and that-he will forward the following notice to such proposed subcon-tractors (except where the proposed subcontractors have submitted identical certifications for specific time periods):

Notice to prospective subcontractors of requirement for certifications of nonsegregated facilities:

A Certification of Nonsegregated Facilities must be submitted prior to the award of a subcontract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause. The certification may be submitted either for each subcontract or for all subcontracts during a period (i.e., quarterly, semiannually, or annually).

9. ROYALTY INFORMATION:

When the response to this solicitation contains costs or charges for royalties totaling more than $250, the following information shall be furnished with the proposal on each separate item of royalty or license fee:

(i) name and address of licensor;

(ii) date of license agreement;

(iii) patent numbers, patent application serial numbers or other basis on which the royalty is payable;

(iv) brief description, including any part or model numbers of each contract item or component on which the royalty is payable;

(v) percentage or dollar rate of royalty per unit;

(vi) unit price of contract item;

(vii) number of units; and

(viii) total dollar amount of royalties.

DD Form 783, Royalty Report, is approved for use in furnishing the above information. In addition, if specifically requested by the contracting officer prior to execution of the contract, a copy of the current license agreement and identification of applicable claims of specific patents shall be furnished.

NOT APPLICABLE

10. PRINCIPAL PLACE OF PERFORMANCE:

The location of the plant or place of business where the item(s) will be produced or supplied or where the services will be performed under the contract is:

City PORTLAND County MULTNOMAH State OREGON

(For the purpose of this provision, "principal place of performance" means the prime contractor's final assembly point of a manufactured article, or place where a service is performed for the Government.)

11. PROMPT PAYMENT DISCOUNT: Discounts will be allowed for prompt payment as follows:

_____percent, 20 calendar days; _____ percent, 30 calendar days.

(NOTE: Prompt payment discounts offered for payment within less than 20 calendar days will not be considered in evaluating proposals for award.)

12. HANDICAPPED: The offeror certifies with respect to the Employment of the Handicapped clause as follows:

(1) He [ ] has, [XX] has not previously been awarded a contract which included the clause.
(If affirmative, execute 2.)

(2) The time specified for contract performance [ ] exceeded 90 days, [ ] did not exceed 90 days.
(If more than 90 days, execute 3.)

(3) The amount of the contract was [ ] less than $500,000, [ ] has, [ ] has not published his program for the employment of the handicapped.
(If more than $500,000, execute 4.)

(4) He [ ] has, [ ] has not submitted the required annual report to the Assistant Secretary of Labor for Employment Standards.

(5) He [ ] has, [ ] has not made a good faith effort to effectuate and carry out his affirmative action program.

(6) He will not award subcontracts to persons or concerns that have not published programs and submitted annual reports as required by the clause.

13. MINORITY BUSINESS ENTERPRISE: The offeror represents that he [ ] is, [X] is not, a minority business enterprise. A minority business enterprise is defined as a "business, at least 50 percent of which is owned by minority group members or, in case of publicly owned businesses, at least 51 percent of the stock of which is owned by minority group members." For the purpose of this definition, minority group members are Negroes, Spanish-speaking American persons, American-Orientals, American-Indians American-Eskimos, and American-Aleuts.

14. CLEAN AIR AND WATER CERTIFICATION: (Applicable if the bid or offer exceeds $100,000, or the contracting officer has determined that orders under an indefinite quantity contract in any year will exceed $100,000 or a facility to be used has been the subject of a conviction under the Clean Air Act (42 U.S.C. 1857c-8(c)(1)) or the Federal Water Pollution Control Act (33 U.S.C. 1319(c)) and is listed by EPA, or is not otherwise exemp

The bidder or offeror certifies as follows:

(a) Any facility to be utilized in the performance of this proposed contract has [ ], has not [X], been listed on the Environmental Protection Agency List of Violating Facilities.

(b) He will promptly notify the contracting officer, prior to award, of the receipt of any communication from the Director, Office of Federal Activities, Environmental Protection Agency, indicating that any facility which he proposes to use for the performance of the contract is under consideration to be listed on the EPA List of Violating Facilities.

(c) He will include substantially this certification, including this paragraph (c), in every nonexempt subcontract.

TO BE COMPLETED BY OFFEROR

NAME OF OFFEROR: Oregon State Highway Division DATE: May 14, 1976

F B Klaboe STATE HIGHWAY ENGINEER

BY (Signature) TITLE

FRED B. KLABOE

DATE: May 14, 1976

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Banfield HOV Lanes Study

In order to obtain the approval of the Environmental Quality Commission for the implementation of the demonstration project for high-occupancy vehicle lanes on the Banfield Freeway, it was necessary to do an extensive predictive ambient air quality analysis. Inasmuch as this study would have required several months of work and would have resulted in a delay in the project, the Commission approved the HOV lanes on the basis that the Highway Division would conduct an extensive evaluation program following the opening of the HOV lanes to traffic.

The Federal Highway Administration has indicated a great interest in this after-evaluation program. They are prepared to provide the Highway Division with $150,000 of 100 percent Federal-aid funds to extend this evaluation program for an additional year to July 1, 1977.

It is estimated that it may be necessary for the Highway Division to provide an additional $30,000 for the replacement of worn-out equipment. This equipment would remain in State ownership and may be purchased with Federal Highway Planning and Research funds.

Your approval is requested at the May 25 meeting to enter into an agreement with the Federal Highway Administration for this study. Inasmuch as it will provide air quality data which can be applied to other transportation projects in the Portland metropolitan area, as well as for the proposed transit lanes in the Banfield corridor, I recommend your approval.

This will be on the agenda for your consideration at the May 25 meeting.

bc: C. W. Head
H. S. Coulter
R. L. Schroeder
L. W. Rullen
V. E. Skoog
R. A. Burco
E. S. Hunter
R. N. Bothman
Gary Potter
George Bell

RLS:ab dpy

8259

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 3, 1976

FILE: CON 5

FROM: MARION CRAFT
Region Construction Engineer

TO: DENNIS PETERSON
Metro Traffic Engineer

SUBJECT: SIGNING ON BANFIELD FREEWAY AT HOLLYWOOD EXIT

Attached is a very nice letter from Mrs. Luella Butts, complimenting us for coming up with a "perfect" solution to a serious traffic problem. In order to give credit where credit is due, I'm sending you a copy of this letter, recognizing that it was your research and your suggestions that evidently has solved the problem at these ramps. It isn't too often that a citizen will go to the trouble to say thank you or tell us we did a good job.

RECEIVED

MC/lms
Attachment
cc: R. N. Bothman w/attach
L. E. George w/attach
R. L. Schroeder w/attach

THIS COPY

8259

April 23, 1976
3923 N. E. Multnomah
Portland, Oregon 97232

Mr. Marion Craft
Metro Construction Engineer
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Craft:

Re: signing problems that you took care of

Last August you answered how you would solve the problems to several letters that I wrote to you concerning the "directions" to the Hollywood District.

When I first started writing about our problem regarding the traffic coming off of the freeway on 39th Street South to the Hollywood District folks said the Department would do nothing about it. I found out that you do listen to suggestions. I am pleased to inform you that when the revised signing was done the first of the year as you stated it would be done it has cut the traffic problem so very much. Also, the sign on the ramp over the freeway on 39th stating "take" left to the freeway was another of your perfect solutions.

I want to personally "thank you" on behalf of our neighborhood for taking care of this problem. You have no idea how nice it is to sit at night and not have glaring car lights come up in the drive way. Also, the entire street is so nice and quiet. Also, you must have been kind to the "nerves" of many people that took the wrong exit. Thanks lots!

Sincerely,

Mrs. Luella Butts

Mrs. Luella Butts

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O.S.H.D. - METRO
APR 23 1976
OE FILE TA

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Form 816-1118

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OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8259

APPLYING TO CONTRACT PROJECTS

Order No. 7

Section NE UNION AVE. - 82ND. AVE. Date APRIL 12, 19 76

Highway COLUMBIA RIVER F.A.P. No. U-323(27)

County MULTNOMAH Prefix 26-1051 Account No. 279-07

Description of Work To Be Done: State forces will furnish, install and maintain the air quality environmental trailor and its components, including the nitrogen oxide analyzer testing equipment.
Work started on October 1, 1975.

Location by Station Numbers:

On Lloyd Center parking lot near the NE 19TH. AVENUE and MULTNOMAH STREET intersection.

Estimate of Quantities and Costs:

ESTIMATED COST ..... $ 15,000.00

The actual cost accrued will be charged against this order.

Explanation:

This equipment and its environment is needed to test for nitrogen oxides in the air near the Banfield Corridor as per the agreement with DEQ. Federal Highway Administration indicated that they would participate in this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the District Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including $ 15,000.00 for work under this order $.....

Expected under-run / over-run (amount) $.....

Expected under-run / over-run (per cent) .....

Space to right of this line is for use of Salem Office

Submitted by: J.C. STREET, District Engineer

Approval Recommended: ....., Construction Engineer

Approval Recommended: ....., Bridge Engineer

Approved: ....., Construction Engineer

R7 6-20-76

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 1, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

GARY DAVIS
1430 Northeast 53rd Avenue
Portland, OR 97213

I would like to thank you for your letter of March 20 in reference to the Banfield Freeway transitway project.

In answer to your first question, the facility that is being proposed does not allow for additional automobile traffic to the city. This would allow for carpools in two options, with exclusive bus or light rail in two other options. The primary purpose of this transitway is to encourage people to ride transit into the downtown area rather than to take their own automobiles. The monies for this construction are coming from the transfer of the Mt. Hood Freeway funds. That project is now a dead issue and the transfer of funds should take place before too long.

To answer your second question, one of the purposes of the project is to better transit service within the entire metropolitan area. There are plans to provide a bus directly to the industrial area as well as to other business communities in the area. The volume of buses will be stepped up and the connections with north-south routes will be improved so that those going to other areas of town will not have to go to the transit mall and then back out again. We appreciate your concern with more direct routing to your area of employment and Tri-Met is studying all of the requests, such as yours, in order to set up a more viable system.

If we can be of any further assistance, please feel free to call me at 238-8226 and I will discuss this project with you.

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NOTED
MARIE STEPHENS

Gary Ross

GARY L. ROSS
Asst. Transitways Project Engineer

mb

cc: F. B. Klaboe

[illegible] 26-1959
[illegible] 170

March the 20th, 1976

Gary L. Ross
Oregon Dept of Transportation
5821 N.E. Glisan
97213

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 24 1976
OE FILE T/A

Dear Mr. Ross:

I have used the Banfiled Freeway since its construction at different periods over the years, and now again during the last year and a half I use it Monday through Friday on my way to work. I enter the Freeway at 37th going west and then onto I-5 and cross the river on the Fremont bridge to get to my work in the industrial section of town. I use the Freeway from 6:30 a.m. to 6:45 and then again at 3:05 p.m. to 3:20 and so the traffic load is not too great.

Tri-met is of little value to me since there are no direct busses from this area into the industrial area of N.W. portland. For me to ride the bus now, I would need an extra two hours a day to allow for the time diferential between bus scedules and my starting time at work, plus the need to ride downtown and transfer to a bus going into the industrial section.

I cannot attend the meeting on March 25th at the Community Center, but would like to make two suggestions:

1. I favor alternative number five on your list. I believe that new highway construction only encourages the use of the private automobile within the city. As to new construction, I cannot bear the thought of higher taxes for luxury items. I feel that industry needs to be diversified and forced into the suburbs whenever possible.

2. Tri-met needs to work on providing bussing for the industrial area also, not just the core area of the downtown. These would be busses converging from the various areas where blue collar workers live and cross the Fremont bridge.

Peace, Gary Davis

Mr.& Mrs. Gary Davis
1430 N. E. 53rd Avenue
Portland, Oregon 97213

#9259

1

OREGON STATE HIGHWAY DIVISION

April 1, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

EDWARD A LEMMA
Fund Raising Counsel
P.O. Box 14224
Portland, OR 97214

I would like to thank you for your letter of March 22, 1976 in which you refer to the problems of the existing high occupancy vehicle lanes on the Banfield and their relationship to the proposed transitway projects.

As you may be aware, the existing high occupancy vehicle lanes are an experimental project to determine the feasibility of this type of facility. The purpose of the high occupancy vehicle lanes is to provide a clear lane for buses and carpools to utilize which would give them an advantage of speed and trip time into the downtown area. The Highway Division has not reduced the number of lanes that were on the freeway, but have added these HOV lanes as additions.

The Clean-air Act by DEQ does not allow the Highway Division to increase the number of lanes for standard passenger vehicles into the downtown metropolitan area because there is not room for added parking in the downtown area and added vehicular traffic would increase the air pollution problems. This project has not been underway very long. It's hard to predict what the ridership will eventually come to.

There are many other citizens who must sit in lines in the mornings and in the evenings being held up by slow moving traffic who must feel the same way as you do. It was our hope that many of these people would find other people going to their area of employment and form carpools so that they could use the high occupancy vehicle lanes. We do realize that there are many individuals who, due to

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NOTED
MARIE STEPHENS

their hours or the lack of employees who work around them who live in their area, must use the freeway in their car as a single occupancy vehicle. Hopefully, those who can find carpools will do so, thus reducing the number of vehicles and allowing these people to get into town faster.

Our studies show that the speed of the vehicles has picked up during the peak hour flow due, in part, to more people riding the Banfield Flyers or taking carpools. The new facilities that are being proposed would put the Banfield mainline back into the same number of lanes that were there before with 12-foot lanes and 8-foot shoulders. The addition would be either off to the side or down the middle of the freeway. The facility should meet many of the transit needs of those individuals in the East County who are now using the Banfield or who will move in in the future to utilize it then.

Thank you for your concern on this issue.

Gary Ross

GARY L. ROSS
Ass't Transitway Project Engineer

jlg

cc: F. B. Klaboe
Ken Bonnem
Don Adams

EDWARD A. LEMMA
FUND RAISING COUNSEL
P.O. BOX 14224 PORTLAND, OREGON 97214
(503) 232-1177

26-1959
170

ME DE PRI PR2 DE
O.S.H.D. = METRO
MAR 23 1976
OE FILE T/A

March 22, 1976

Mr. Gary L. Ross,
Asst, Transitways Project Engineer
Oregon Department of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

Dear Mr. Ross,

Thank you for your letter inviting me to attend the public meeting the 25th of March. I regret that I won't be able to attend due to a previous business meeting already scheduled. Nevertheless, I wish to express my views on the project.

At the present time, I prefer #5 due to insufficient data to warrent the development of special lanes or a separate busway.

Daily, I drive the Banfield from NE 57th and Glisan west to Belmont Street. Day in and day out the lanes reserved for buses and 3-person vehicles are vacant. I find this very disturbing since the other two lanes are jammed and clogged up. I think it is an inefficient use of space; and, until the community begins using this one, I could not see the development of another one. While it might look very attractive on the drawing board, it does not seem to be working out in the practical order. I believe cities, roads, etc., should be planned according to peoples' wishes and needs, and not only because a Master Plan looks like it should be one way or another.

Thank you for giving me the opportunity to express my views. Best wishes in the resolution of these important community projects.

Sincerely,

Edward A. Lemma

Edward A. Lemma

EAL:jl

#8271

OREGON STATE HIGHWAY DIVISION

March 24, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

GARY C. HJORT
1900 Northwest 143rd Avenue
Apartment #15
Portland, OR 97229

By the time you receive this response to your letter suggesting revision of the use of the Banfield Freeway high-occupancy vehicle lanes, actual changes will have been implemented.

The Banfield Freeway high-occupancy vehicle lane project is a demonstration project which is closely monitored by an advisory committee consisting of local jurisdictions, business, and neighborhood representatives. An elaborate $250,000 evaluation program is underway in an attempt to determine if this type of project would work in the metropolitan Portland area. These types of projects are being implemented in most large cities throughout the United States.

NOTED
MARIE STEPHENS

After the initial three-month evaluation, which was concluded March 15, the advisory committee recommended to the Highway Division that the preferential designation be applied only during the peak-hour periods; westbound 6 to 10 a.m., and eastbound 3 to 7 p.m. This is the period of time that the freeway is congested, and the incentive to relieve that congestion by utilization of carpools and buses is being sought by this project.

The signing to be used is simple; it has been successful in major cities. It will indicate the hours preferential lanes will be enforced; it will appear in the righthand corner of the existing signs. Neon signs have been used on more complicated reversible or contraflow lanes, but not in preferential lanes such as the Banfield Freeway. Also, in all other projects, set periods are used in order that people using the freeway can adjust their habits to meet the operation of the freeway.

Your comments and further considerations would be appreciated.

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MAR 25 '76
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Info
Inves
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Sign
Act
File

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe

[26-1436
  170]

1900 N.W. 143RD. , #15
PORTLAND, ORE. 97229
MARCH 19, 1976

OREGON STATE HIGHWAY DIVISION
5821 NE GLISAN
PORTLAND, OREGON

DE PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 23 1976
OE FILE T/A

SUBJECT: (RESTRICTED LANE SIGNS ON THE BANFIELD FWY.)

DEAR SIR:

MY PERSONAL OBSERVATION INDICATES THAT A CHANGE SHOULD BE MADE IN THE TYPE OF RESTRICTED LANE SIGNS PRESENTLY USED ON THE BANFIELD FWY.

THE SIGNS IN USE NOW KEEP THE INSIDE RESTRICTED LANE OPEN, AT ALL TIMES, TO BUSES AND CAR POOLS ONLY. IN MY OPINION, THIS LANE SHOULD BE RESTRICTED ONLY AT THE MORNING AND EVENING RUSH HOURS WHEN TRAFFIC IS EXTREMELY HEAVY. THIS WOULD IN TURN LEAVE AN ADDITIONAL LANE OPEN TO ALL TRAFFIC DURING THE REMAINDER OF THE DAY. AS I'm SURE YOU MUST KNOW, TRAFFIC CONGESTION CAN AND IS A PROBLEM IN THE OFF HOURS. THE ADDITIONAL LANE WOULD DEFINITELY HELP TO REDUCE TRAFFIC CONGESTION DURING THIS TIME, AND LESS TRAFFIC CONGESTION REDUCES HAZARDOUS DRIVING.

A POSSIBLE SOLUTION TO THIS PROBLEM WOULD BE TO REPLACE THE PRESENT RESTRICTED SIGNS WITH NOON SIGNS. THIS TYPE OF SIGN COULD RESTRICT AND OPEN THE INSIDE LANE AT ANY TIME DESIGNATED. AT THE MORNING AND EVENING RUSH HOURS, THE NOON

SIGN WOULD SHOW THE WORD RESTRICTED, IN RED.
DURING ALL OTHER HOURS OF THE DAY, THE WORD
OPEN WOULD SHOW IN GREEN.

THANK YOU FOR YOUR TIME AND CONSIDERATION.

GARY C. HJORT

Gary C. Hjort

Mr. & Mrs. Gary C. Hjort
1900 N. W. 143rd #15
Portland, Oregon 97229

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

March 19, 1976

FILE: 26-1436
(310)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Banfield Freeway HOV lanes peak hours of operation

TO: F. B. KLABOE
State Highway Engineer

NOTED
E. S. HUNTER

On March 18, the Banfield Technical Advisory Committee recommended the operation of the HOV lane be modified to restrict the use of the lanes to HOV's and buses to peak hours, opening the lanes to traffic during non-peak hours.

The recommended operation is from 6 to 10 a.m., Monday through Friday, westbound for HOV's and buses; and 3 to 7 p.m., Monday through Friday, eastbound for HOV's and buses. All traffic would have unrestricted use of the lanes during the 20 non-peak hours each day in each direction.

The state police, city of Portland, DEQ, and this office all approved the recommendation. Tri-Met and Multnomah County approved a peak-hour operation, but recommended restriction on the use of the lanes from 6:30 to 9:30 a.m., and from 3:30 to 6:30 p.m., in both directions during both peak traffic times. This would restrict the use of the HOV lanes 6 hours per day. Tri-Met accepted the 4-hour restriction.

Tri-Met had two reasons for the restriction in both directions during peak hours: (1) restriction on the non-peak direction would allow their buses to use the HOV lane for return trips (there is no justification for this because in the non-peak direction the traffic is not heavy enough to restrict bus movement) and, (2) Tri-Met feared that sometime in the future, when the HOV lane was needed in the non-peak direction, it would be hard to take the lane away from autos. They feel it is better to keep the use restriction now, and assume it would be justified in the future (the committee did not agree with this, but did recommend that we monitor traffic flows in off-peak directions and implement additional restrictions when needed).

DEQ stipulated their approval upon receipt of a proposed program of enforcement from the state police. DEQ has been in touch with Superintendent Fisher and apparently this is being taken care of.

The city of Portland requested we look at providing increased signing, possibly with lighted signs or lights. We agreed to look at this and make an estimate of that cost.

I request approval to operate the Banfield Freeway HOV lanes 6 to 10 a.m., westbound, and 3 to 7 p.m., eastbound, Monday through Friday, allowing use by all autos during the remaining periods. If you approve, I propose to inititate this revision and restore the speed to 55 m.p.h. on March 28.

ebg

cc: TAC Members
bcc: L. E. George
E. L. Hardt

NOTED
R. L. SCHROEDER

RECEIVED
MAR 22 1976
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

DE PE PR1 PR2 DE
O.S.H.D. = METRO
MAR 18 1976
OB
FILE T/A

18 March 1976

Robert Bothman
Assistant State Highway Engineer
Metropolitan Section
Oregon State Highway Division
5821 NE Glisan
Portland, Oregon 97213

Dear Bob:

I am writing at this time for the purpose of submitting my views on the Banfield HOV Lane project, for consideration at the next Advisory Committee meeting.

As you know, I have supported the Banfield HOV Lane project as a low-capital experimental project aimed at exploring new methods of reducing congestion on the Banfield Freeway and providing improved opportunities for transit. It has been my understanding, as well as my own observation, that the project has met with considerable success in achieving these objectives, particularly during the peak hours of freeway use. I hope that this progress continues in the form of continued increases in transit ridership and reductions in the level of freeway congestion.

However, per the experimental nature of the project, it has also been my understanding that the Technical Advisory Committee on the project has recently begun to consider various modifications in the operational characteristics of the facility, aimed at achieving even greater utility for both auto and transit movements, and that recommendations regarding such changes are being considered at this time.

Therefore, pending final technical conclusions and the careful consideration of any resultant recommendations by the State Department of Environmental Quality, I would like to indicate my support for modifications to the operation of the Banfield HOV lanes which are appropriate in order to achieve greater utilization and safety for both autos and transit. More specifically, the evidence which I have seen would seem to indicate

that the HOV lanes should be restricted to use during the peak hours only. Additionally, it would appear that a change in the posted speed limit would be appropriate if safety considerations do not prohibit. I personally support consideration of both of these changes.

Sincerely,

Neil Goldschmidt,
Mayor

NG:bn

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5395

ROBERT W. STRAUB
GOVERNOR

March 17, 1976

Mr. Robert N. Bothman
Assistant State Highway Engineer
Oregon State Highway Division
Metro Section
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

We have reviewed the information submitted on March 8, 1976, and the data received from the Banfield Technical Advisory Committee regarding the proposed operational change to the Banfield HOV Lane Demonstration Project. It is my understanding that the projected 1500 increase in ADT is conservative and probably overestimates the increase in traffic that would result from restricting the HOV lanes to peak hour use only.

While a review of the ambient air data collected near the Banfield Corridor and adjacent arterials indicates there were and probably are violations of the eight-hour carbon monoxide standard, it is our conclusion that the proposed operational change would not significantly affect existing or projected air quality levels. We recognize that design and operational changes needed to completely eliminate these ambient air violations are beyond the scope of this demonstration project.

The traffic data submitted to the Department indicates the average peak hour speeds have increased in both the east and west bound directions since the start of the HOV project. Since the proposed operational change should have little or no effect on these increases in peak hour speeds, there should be no negative impact on the air quality benefits derived from this project. These speed increases have probably reduced gross emissions of carbon monoxide and hydrocarbons therefore, improving air quality in the Banfield corridor.

While the Oregon State Police response of February 27, 1976, generally addresses the enforcement issue related to the HOV lanes, it is my opinion that additional information is still needed to insure that the conversion of the use of the HOV lanes from non-peak to peak hours and the use of the HOV lanes during peak hours is adequately enforced. Since the issue of enforcement is critical to the success of this project, I am requesting that OSP Superintendent, Robert Fisher, submit to our agencies a detailed enforcement program responding to this matter.

In conclusion, the Department finds the proposed operational changes to the Banfield HOV lanes consistent with the State Clean Air Impementation Plan with the provision that an adequate enforcement program be developed and implemented at the time when the lanes are restricted to peak hour use only.

Sincerely,

LOREN KRAMER
Director

CAS:cs

cc: Honorable Robert W. Straub
Superintendent Robert Fisher

during peak p...

...E FE FRI PRE DE
O.S.H.D. = METRO
...1976

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 233-8373

March 16, 1976

Mr. Robert N. Bothman
Assistant State Highway Engineer
5821 N.E. Glisan
Portland, Oregon 97213

Dear Bob:

I would like to confirm and clarify Tri-Met's position on the suggested changes in operation for the Banfield HOV lanes which were discussed at the February Technical Advisory Committee meeting.

Tri-Met's recommendation is to change to a peak period operation on the Banfield HOV project; peak periods are defined as 6:30 - 9:30 a.m. and 3:30 - 6:30 p.m., which correspond to the periods of highest bus volumes on the Banfield. Use of both HOV lanes should be restricted to buses and three person carpools during those periods on weekdays only.

The changeover should be timed to allow completion of an evaluation of the experiment to date, and further actions by the State to ensure that a peak period operation will succeed.

The potential increase in lane violations during peak periods are of serious concern to us. The present violation rate of 23-30% is too high, and should be reduced to below 10% with the new operational policy. This will require extensive new signage of some kind, and an increase in State Police patrols during peak periods when lane restrictions are in effect.

FE PRI PRJ DE
O.S.H.D. - METRO
MAR 17 1976
FILE

I believe the Banfield HOV project is working well, and commend OSHD for its efforts to make this happen. We look forward to a cooperative effort to improve the project as we gain experience with it.

Sincerely,

Steve

Stephen McCarthy
Assistant General Manager

SM/dh

#8259

585-H

March 15, 1976

Mr. and Mrs. D. W. Drorbaugh
12504 SE Salmon Court
Portland, OR 97233

Dear Mr. and Mrs. Drorbaugh:

I am replying to your further questions concerning the high occupancy vehicle lanes on the Banfield Freeway.

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. The majority of the costs for the project were those involved with these necessary repairs.

In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000 which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of them by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately; it may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
R. N. Bothman
L. E. George

Mr. & Mrs. D.W. Drorbaugh
12504 S. E. Salmon Court
Portland, OR 97233

Mr R L Schroeder
Assistant State Highway Engineer
Highway Building
Salem Oregan 97310

Thank you for your reffpance to my letter concerning the H.O.V. lane on the Banfield.

I know you have a jab to do but I still insist it is the wrong thing to spend taxpayers money, 1.6 million plus what ever it takes to finish for the privalage of Two Miles.

If you want to move cars and people and get them to work and from work the extra lane should be open to all during rush hours.

In other words what I am getting at is your March 15th possible change is all wrong and not going to help a bit.

The hours should just be

NOTED
R. L. SCHROEDER

reversed or better yet
just drop the whole thing
and leave all lanes open all
the time or better yet
make it the way it was.

Very truly yours
D W Drorbaugh

Daryl W. Drorbaugh

February 11, 1976

585-H

Mr. Daryl W. Drorbaugh
12504 SE Salmon Court
Portland, OR 97233

Dear Mr. Drorbaugh:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

12504 S.E. Salmon Court
Portland, OR 97233
February 4, 1976

Oregon State Transportation Commission
Salem, OR 97301

Gentlemen:

Why don't we give the Banfield Freeway back to the people who paid for it, (the tax payers)?

I do not have time to stand on an overpass and count cars all day long, but I do count the cars I see in the HOV lanes every day I go to and from work. It runs from 0 to a whopping 5, one morning, as I am bumper to bumper - stop and go. Now you tell me whose idea was this HOV lane. I see no increase in the use of it.

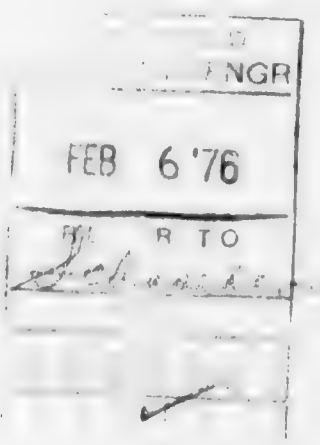
You can not make people join car pools or do anything else you want them to, by shoving something down their throat.

How can a person car pool when their occupation requires them to start the work day any where from 5:00 am to 8:00 am and never knowing what time you get off work until you are <u>through</u>, like from 3:30 pm until as late as 11:00 pm.

I refuse to ride the bus and walk a mile and a half especially in the rain and at these hours when the buses do not run as frequently.

Respectfully, a tax payer

Daryl W. Dorrbough
md



RECEIVED
FEB 6 1976

8259

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

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STATE HWY ENGR
APR 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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FILE CODE: City of Portland.

PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 15 1976
OE FILE T/A

NOTED
E. S. HUNTER

12 March 1976

Robert Bothman
Assistant State Highway Engineer
Metropolitan Section
5821 NE Glisan
Portland, Oregon 97213

Dear Bob:

I am writing for the purpose of requesting your assistance on several matters regarding the city's continuing involvement in the major transportation projects currently underway in the region, specifically those which are under the primary leadership of the Oregon State Highway Division: Banfield Transitway, Sunset Transitway, I-205, Powell Boulevard, and the Banfield HOV project.

As you know, in the case of most of these projects, the City has been generally represented by staff from the Bureau of Planning. While this has not, in my opinion, been inappropriate, it is becoming clear that this particular procedure has not been the most positive and expedient from the overall standpoint of the city, due primarily to the intermittent and often tenuous contact between the City Planning Bureau and the other two city agencies which are involved in transportation project development, the Bureau of Street and Structural Engineering, and the Bureau of Traffic Engineering.

Recently, as part of the Arterial Street Program, city staff from all three bureaus have attempted to reach some accord on a procedural and organizational framework within which we can function vis-a-vis the aforementioned project activities. Essentially, we are concerned that we maintain a high level of communication and understanding as to the status of each of the projects within the city, and also for the purpose of insuring that city involvement in the projects will not serve to unduly delay your project schedules but rather provide city responses which will maintain those schedules.

RECEIVED
APR 9 1976
Office of
Assistant State Highway Engineer

It is important to understand, as I believe you do, that comments and responses from one bureau, for example,

cc KLABOE
HUNTER
DT

NOTED

Planning, have not, in the past, necessarily reflected any significant level of communication or participation between Planning and either of the other two bureaus. While there has been some communication, it has been, as mentioned earlier, generally intermittent and certainly not carefully organized. Given that there is consensus between Planning, Street and Structural Engineering, and Traffic Engineering, that we would very much like to improve both our level of communication and inter-action, as well as our collective ability to work closely with your office on the projects, we have agreed to a procedural organization which we believe makes some sense, and simply need your assistance in carrying it out.

With respect to the Technical Advisory Committees on each of the major projects (others may be added to the list cited above), we request that you instruct your project directors to provide relevant materials, notably the meeting agendas and meeting minutes, to the following individuals in each of the city bureaus:

Don Bergstrom, Traffic Engineer — 248-4295
Bureau of Traffic Engineering
City of Portland
420 SW Main Street
Portland, Oregon 97204

John Lang, Bureau Chief — 248-4421
Street and Structural Engineering
City of Portland
Room 411 - Financial Building
400 SW 5th Street
Portland, Oregon 97204

Douglas Wright, Chief Planner — 248-4254
Portland Bureau of Planning
424 SW Main Street
Portland, Oregon 97204

The purpose of this approach is to insure that both Street and Structural Engineering, and Traffic Engineering, as well as Planning (which will continue to be in attendance at all TAC sessions) are kept aware of the progress on the projects and are able to make a judgment regarding their attendance at TAC sessions, or the need for their commenting to the Planning Bureau.

Additionally, if questions arise on the various projects which are clearly in the domain of a bureau other than Planning, I ask that your project directors contact the

DW:bn

appropriate bureau directly rather than enlisting the Planning staff representative to make such contact (this certainly does not preclude asking the Planning staff which bureau is appropriate). From our standpoint, we will assure that all city responses to the OSHD project activities are made available to each of the other bureaus, hopefully in advance of submission. Furtheremore, we are going to attempt to meet each month in order to better maintain inter-bureau communication within the city.

I might add that we have also agreed to continue the city's participation in the CAC processes on these projects in the same form as it has recently taken, that is, the Planning Bureau staff will attempt to be in attendance at each meeting and be available to seek out any information required to answer questions which arise at the meetings. At the same time, Planning staff will attempt to provide a liaison function between the CAC sessions and the city bureaus - bringing to their attention any questions or information which is pertinent with respect to their responsibilities.

We appreciate very much your cooperation in this effort, which I feel will be beneficial to both our internal coordination within the city and to the overall project activities. If you, or Don Adams, or any other OSHD staff have any comments or questions, please feel free to contact John Lang, Don Bergstrom, or myself, at once.

Thank you.

Sincerely,

Douglas Wright
Chief Planner

cc: Don Bergstrom
John Lang

DW:bn

FORM 81-734-3039

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1436

March 12, 1976

Portland, OR 97213

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Banfield HOV lanes

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

I discussed the subject project with Mr. A. J. Naughton, District 7, Cal-Tran, Los Angeles, California, telephone 213-620-4640.

Mr. Naughton is in charge of the Santa Monica Project Los Angeles. It consists of removing one lane in each direction from an eight-lane freeway, and designating that lane as a preferential lane for three-occupant carpools and buses.

The project also consists of ramp metering with bypass lanes for two-occupant vehicles and buses.

The project, therefore, removes two lanes from the existing freeway which carries in the area of 200,000 cars a day.

The project has been two and one-half years in implementation, and is scheduled for opening March 15.

The project has been plagued by the same types of questions, insofar as preferential treatment for carpools and buses as was received on the Banfield HOV lane project.

In addition, the additional buses being added to operate on the preferential lane are being financed by Los Angeles County, using $1.4 million per year revenue sharing monies. Three weeks ago the county withdrew their support for that part of the project, but in a reversal approved funding of the buses, which then provided for initiation of the project March 15.

The policing effort will be substantial, with the entire district patrol resources commited to the project on that date, in addition to the local police commitment to handle the ramp policing. In essence, Mr. Naughton indicated the shoulders would be lined with state patrol vehicles on the opening date. The project is attempting to realize a maximum 10 per cent violation rate.

Mr. Naughton requested any information regarding the Banfield HOV lane project, and indicated he would provide information on the Santa Monica project as it becomes available.

cc KLABOE

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

NOTED
F. A. KLABOE

NOTED
R. L. SCHROEDER

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FOR

REFER TO

MAR 15 '76

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E. HWY ENGR

By copy of this memo, Max should supply Mr. Naughton with available data on the project, and update with current reports. His address is available from Gary Ross, who has been working to gather information on other freeway projects in the Los Angeles area to be used in the Banfield/Sunset studies.

In turn, at the time of transmittal, Max should request information from Mr. Naughton on their evaluation of the project, once in operation. I believe this is a good contact for source data of a project similar to the Banfield.

ebg

cc: Max Klotz

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

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STATE HWY ENGR
MAR 16 '76
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26-1456
170

MEPE PR1 PR2 DE
O.S.H.D. METRO
MAR 15 1976
OB FILE T/A

March 9, 1976

Jay L. Mitchell
9350 N. E. Halsey
Portland, OR 97220

NOTED
F. B. KLABOE

Dear Mr. Mitchell:

Thank you very much for your letter. I very much appreciate your taking the time to write and express your views on the Banfield HOV lane. First, let me say that I share your conclusion that the Banfield lane should be opened up to all users during off-peak hours. I believe that an effort is being made by Tri-Met to work with the State Department of Transportation and the Department of Environmental Quality to achieve this result.

The most important effort represented by the HOV lane should take place during peak hours. It is during those peak hours that we experience our only serious congestion problem on the Banfield, as well as on other Portland freeways and arterial streets. By providing peak hour service, it becomes possible to accommodate twice as many commuters on the Banfield facility, and without a significant expenditure for new construction of highways or roads. However, during off-peak hours, in order to get a more safe use of the facility, it would seem to make sense to allow all users access to that lane.

One other point. In response to your observation about the use of the HOV lane by "non-carpools," the materials I have seen published by the Highway Division and Tri-Met indicate that the lane is opened to anyone with 3 or more individuals in their vehicle whether or not those individuals constitute a formal carpool. The real point is that having one passenger per vehicle on the Banfield is less efficient than encouraging

cc KLABOE
w/Attachment

(where possible) 3 or more individuals to group together. The distinction between those 3 individuals being in a carpool or simply being in the same car cannot really be made by the Highway Division. Consequently, they determine that any 3-passenger car could have access to the HOV lane.

I hope my letter will adequately respond to the points you raised. I am forwarding a copy of your letter to Steve McCarthy, the Assistant General Manager of Tri-Met, and Robert Bothman, the Metropolitan Engineer for the Oregon State Department of Transportation. The HOV lane experiment really falls within their jurisdiction and I know they will be happy to hear your views on the subject.

Thanks again for taking the time to write.

Sincerely,

Neil Goldschmidt

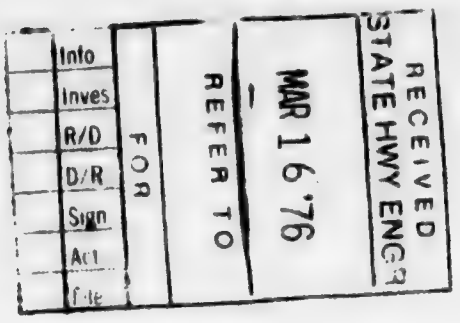
NG:awc

Ellen R-57

Jay L. Mitchell
9350 N. E. Halsey
Portland, Oregon 97220

RECEIVED
MAR 3 1976
MAYOR'S OFFICE

February 26, 1976



Mayor Neil Goldschmidt
City Hall
Portland, Oregon

Dear Mayor Goldschmidt:

As unaccustomed as I am to taking a public official's time with reading one of my letters, I feel compelled to share with you my views on the H.O.V. lane project on the Banfield freeway. I have used the Banfield since moving to Portland five years ago. While I do not use the Banfield for commuting purposes during the rush hour traffic as I have always found the freeway unacceptable for my purposes during those hours, I do use the freeway on the average of twice a day during normal business hours (8 a.m. to 5 p.m.) running errands for my business, picking up supplies which allow our business to run on a continuous basis. I find myself growing increasingly more irritated with being squeezed into narrower lanes, sometimes between trucks, while rarely being squeezed between a truck and a bus because there are hardly any buses in those bus lanes. Until last night, I had a clean record of not observing a bus in the H.O.V. lane from the inception of the project. However, last night I did see a bus in the H.O.V. lane (it was after dark and there were only two people on the bus). I have noticed buses on the Banfield freeway not using the H.O.V. lanes. Approximately one week ago, I followed a bus from 82nd, heading towards downtown, and finally by 39th, I passed him but remained just far enough ahead of him so that I could watch how long he continued to use the Banfield without using the H.O.V. lane. He traveled the entire section of the Banfield freeway between 82nd and the downtown area without using the H.O.V. lane. Perhaps not so needless to say, this even further irritated me.

I most heartily recommend that you consider some changes on this project. Some of these might be the following: (1) allowing general use of all three lanes in each direction except during those hours which you find it absolutely necessary to favor the mass transit system, namely the rush hours (seven to nine, perhaps and four to six). (2) Perhaps you could allow trucks to use the H.O.V. lane because those lanes are not now receiving justifiable use. (3) Perhaps we should consider allowing buses, trucks and motorcycles to use the H.O.V. lane.

In ending, I would like to give you one observation which just doesn't seem correct to me. The carpooling aspects are being stretched a bit with regard to use of that H.O.V. lane. On numerous occasions I have noticed a young mother with two children, usually infants, using the H.O.V. lane. While this does serve to distribute the traffic over the road surface, it hardly qualifies as a carpool. Thank you for reading this letter.

Yours very truly,

TAXPAYER AND REGISTERED VOTER

Jay L. Mitchell

Jay L. Mitchell

JLM/sm

#8-7

MULTNOMAH COUNTY, OREGON
BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204
503, 248-3304

ALICE CORBETT · MULTNOMAH COUNTY COMMISSIONER

March 9, 1976

1340 F

Mr. J. L. Mitchell
9350 N. E. Halsey
Portland, OR 97220

Dear Mr. Mitchell:

Thank you for your letter of February 26, 1976, regarding the H. O. V. lanes on the Banfield Freeway.

Unfortunately, the County has no control over operation of the freeways since that is a State responsibility. I will send a copy of your letter, however, to the Oregon Department of Transportation so that they are made aware of your feelings.

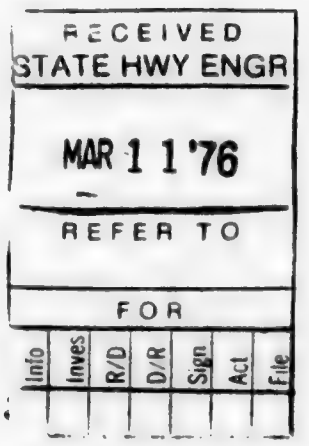
Thank you again for communicating with me.

Sincerely,

Alice Corbett
Commissioner

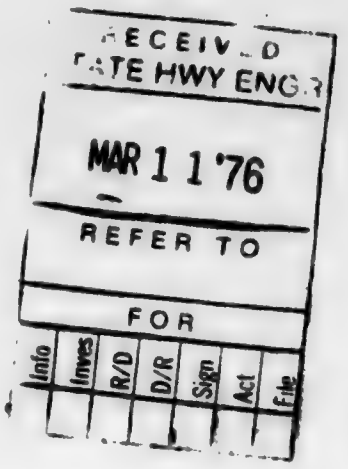
AC:sjs

cc ODOT



NOTED
F. P. KLABOE

Jay L. Mitchell
9350 N. E. Halsey
Portland, Oregon 97220



February 26, 1976

County Commissioner Alice Corbett
County Courthouse
1021 S. W. 4th Avenue
Portland, Oregon

Dear Commissioner Corbett:

As unaccustomed as I am to taking a public official's time with reading one of my letters, I feel compelled to share with you my views on the H.O.V. lane project on the Banfield freeway. I have used the Banfield since moving to Portland five years ago. While I do not use the Banfield for commuting purposes during the rush hour traffic as I have always found the freeway unacceptable for my purposes during those hours, I do use the freeway on the average of twice a day during normal business hours (8 a.m. to 5 p.m.) running errands for my business, picking up supplies which allow our business to run on a continuous basis. I find myself growing more and more irritated with being squeezed into narrower lanes, sometimes between trucks, while rarely being squeezed between a truck and a bus because there are hardly any buses in those bus lanes. Until last night, I had a clean record of not observing a bus in the H.O.V. lane from the inception of the project. However, last night I did see a bus in the H.O.V. lane (it was after dark and there were only two people on the bus). I have noticed buses on the Banfield not using the H.O.V. lane. Approximately one week ago, I followed a bus from 82nd, heading towards downtown, and finally by 39th, I passed him but remained just far enough ahead of him so that I could watch how long he continued to use the Banfield without using the H.O.V. lane. He traveled the entire section of the Banfield freeway between 82nd and the downtown area without using the H.O.V. lane. Perhaps not so needless to say, this even further irritated me.

I most heartily recommend that you consider some changes on this project. Some of these might be the following: (1) allowing general use of all three lanes in each direction except during those hours which you find it absolutely necessary to favor the mass transit system, namely the rush hours (seven to nine, perhaps and four to six). (2) Perhaps you could allow trucks to use the H.O.V. lane because those lanes are not now receiving justifiable use. (3) Perhaps we should consider allowing buses, trucks and motorcycles to use the H.O.V. lane.

In ending, I would like to give you one observation which just doesn't seem correct to me. The carpooling aspects are being stretched a bit with regard to use of the H.O.V. lane. On numerous occasions I have noticed a young mother with two children, usually infants, using the H.O.V. lane. While this does serve to distribute the traffic over the road surface, it hardly qualifies as a carpool. Thank you for reading this letter.

Yours very truly,

TAXPAYER AND REGISTERED VOTER

Jay L. Mitchell

Jay L. Mitchell

JLM/sm

#2257

March 5, 1976

Mr. Jay L. Mitchell
9350 NE Halsey
Portland, OR 97220

1340-K

Dear Mr. Mitchell:

I am replying to your letter concerning the HOV lanes on the Banfield Freeway. Your comments are well taken and will be considered along with others by the advisory committee monitoring this experimental project.

Serious consideration is being given to permitting the use of the HOV lanes during off-peak hours. This decision must be made, however, with the full concurrence of the Department of Environmental Quality. Because of air pollution problems this project is also being monitored by DEQ.

In regard to your comment concerning children, the state law permitting the establishment of high occupancy vehicle lanes does not differentiate as to the age of occupants.

Thank you for taking the time to give us your thoughts on this project.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

RECEIVED
STATE HWY ENGR
MAR 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 4 1976
Office of
Assistant State Highway Engineer

Jay L. Mitchell
9350 N. E. Halsey
Portland, Oregon 97220

February 26, 1976

State Highway Engineer
Oregon State Capital
Salem, Oregon

Dear Sir:

As unaccustomed as I am to taking a public official's time with reading one of my letters, I feel compelled to share with you my views on the H.O.V. lane project on the Banfield freeway. I have used the Banfield since moving to Portland five years ago. While I do not use the Banfield for commuting purposes during the rush hour traffic as I have always found the freeway unacceptable for my purposes during those hours, I do use the freeway on the average of twice a day during normal business hours (8 a.m. to 5 p.m.) running errands for my business, picking up supplies which allow our business to run on a continuous basis. I find myself growing increasingly more irritated with being squeezed into narrower lanes, sometimes between trucks, while rarely being squeezed between a truck and a bus because there are hardly any buses in those bus lanes. Until last night, I had a clean record of not observing a bus in the H.O.V. lane from the inception of the project. However, last night I did see a bus in the H.O.V. lane (it was after dark and there were only two people on the bus). I have noticed buses on the Banfield freeway not using the H.O.V. lane. Approximately one week ago, I followed a bus from 82nd, heading towards downtown, and finally by 39th, I passed him but remained just far enough ahead of him so that I could watch how long he continued to use the Banfield without using the H.O.V. lane. He traveled the entire section of the Banfield freeway between 82nd and the downtown area without using the H.O.V. lane. Perhaps not so needless to say, this even further irritated me.

I most heartily recommend that you consider some changes on this project. Some of these might be the following: (1) allowing general use of all three lanes in each direction except during those hours in which you find it absolutely necessary to favor the mass transit system, namely the rush hours (seven to nine, perhaps and four to six). (2) Perhaps you could allow trucks to use the H.O.V. lane because this lane is not now receiving justifiable use. (3) Perhaps we should consider allowing buses, trucks, and motorcycles to use the H.O.V. lane.

NOTED
R. L. SCHROEDER

In ending, I would like to give you one observation which just doesn't seem correct to me. The carpooling aspects are being stretched a bit with regard to use of the H.O.V. lane. On numerous occasions, I have noticed a young mother with two children, usually infants, using the H.O.V. lane. While this does serve to distribute the traffic over the road surface, it hardly qualifies as a carpool. Thank you for reading this letter.

Yours very truly,

TAXPAYER AND REGISTERED VOTER

Jay L. Mitchell

Jay L. Mitchell

JLM/sm

8259

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MAR 8 '76
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Info | Inves | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 4, 1976

Mr. Jay L. Mitchell
9350 NE Halsey
Portland, OR 97220

Dear Mr. Mitchell:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. This is an experimental project to determine the effects of preferential lanes on an existing freeway.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of these lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately; it may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March after the 90-day experimental phase has been completed. If adopted, the morning peak-hour operation of the preferential lanes would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lanes should be in operation to encourage the use of buses and carpools.

Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Sincerely,

Governor

RWS:sy
bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

NOTED
F. B. KLABOE

COPY

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3-5

Please prepare draft reply
for Governor's signature
by 3-10
Thank you.

Jay L. Mitchell
9350 N. E. Halsey
Portland, Oregon 97220

Transportation

February 20, 1976

RECEIVED
FEB 26 1976
Governor's Office

Governor Robert Straub
Salem, Oregon

Dear Governor Straub:

As unaccustomed as I am to taking a public official's time by reading one of my letters, I feel compelled to share with you my views on the H.O.V. lane project on the Banfield freeway. I have used the Banfield since moving to Portland five years ago. While I do not use the Banfield for commuting purposes during the rush hour traffic as I have always found the freeway unacceptable for my purposes during those hours, I do use the freeway on the average of twice a day during normal business hours (8 am. to 5 p.m.) running errands for my business, picking up supplies which allow our business to run on a continuous basis. I find myself growing increasingly more irritated with being squeezed into narrower lanes, sometimes between trucks, while rarely being squeezed between a truck and a bus because there are hardly any buses in those bus lanes. Until last night, I had a clean record of not observing a bus in the H.O.V. lane from the inception of the project. However, last night I did see a bus in the H.O.V. lane (it was after dark and there were only two people on the bus). I have noticed buses on the Banfield freeway not using the H.O.V. lanes. Approximately one week ago, I followed a bus from 82nd, heading towards downtown, and finally by 39th, I passed him but remained just far enough ahead of him so that I could watch how long he continued to use the Banfield without using the H.O.V. lane. He traveled the entire section of the Banfield freeway between 82nd and the downtown area without using the H.O.V. lane. Perhaps not so needless to say, this even further irritated me.

I most heartily recommend that you consider some changes on this project. Some of these might be the following: (1) allowing general use of all three lanes in each direction except during those hours which you find it absolutely necessary to favor the mass transit system, namely the rush hours (seven to nine, perhaps and four to six). (2) Perhaps you could allow trucks to use the H.O.V. lane because those lanes are not now receiving justifiable use. (3) Perhaps we should consider allowing buses, trucks and motorcycles to use the H.O.V. lane.

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In ending, I would like to give you one observation which just doesn't seem correct to me. The carpooling aspects are being stretched a bit with regard to use of that H.O.V. lane. On numerous occasions I have noticed a young mother with two childred, usually infants, using the H.O.V. lane. While this does serve to distribute the traffic over the road surface, it hardly qualifies as a carpool. Thank you for reading this letter.

Yours very truly,

TAXPAYER AND REGISTERED VOTER

Jay L. Mitchell

Jay L. Mitchell

JLM/sm

RECEIVED
MAR 1 1976
OFFICE
DIRECTOR of TRANSPORTATION

#2258

OREGON STATE HIGHWAY DIVISION

March 8, 1976 Telephoen 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

LOREN KRAMER, Director
Department of Environmental Quality
1234 Southwest Morrison Street
Portland, OR 97225

NOTED
E. S. HUNTER

Subject: Banfield Freeway high-occupancy vehicle lanes

Your response to my request for approval to proceed with a peak-hour operation of the preferential lanes on the Banfield Freeway was negative.

In response to your request for additional information to evaluate the effects of allowing a non-high-occupancy vehicle use of the restricted lanes during non-peak-hour traffic periods, the following information is submitted:

1. All members of the Banfield technical advisory committee, including Carl Simons of your staff, have been furnished all available information on existing traffic volumes and speeds, including both the before and after statistics. I did request our planning section to analyze the traffic impacts of the proposal; that analysis by John Hanks is attached for your further consideration. Also at the request of the technical adivsory committee, the Highway Division has completed a speed investigation, including speed checks taken at three locations during off-peak hours. That investigation found the 85 percentile composite speed to be slightly in excess of 55 m.p.h.; therefore, recommends a 55 m.p.h. speed limit on the project.

2. Projection of future traffic is analyzed in the report by John Hanks.

3. Projection of future traffic on arterial streets is analyzed in the report by John Hanks.

NOTED
F. B. KLABOE

4. Major John C. Williams of the Oregon State Police has responded directly to you concerning the enforcement in his letter, a copy of which is attached.

Tri-Met has recommended the peak-hour operation of the preferential lanes of 6:30 to 9:30 a.m., and 3:30 to 6:30 p.m., as hours that best fit their projected bus schedules.

NOTED
E. S. HUNTER

RECEIVED
MAR 11 1976
Office of
Assistant State Highway Engineer

The Oregon State Highway Division has evaluated traffic, speeds, and congestion during the peak-hour periods, and before and after the peak-hour periods. Consideration was further given to the effect of the peak-hour operation on the value of the HOV lane demonstration. This information is included in John Hanks' analysis as well as the monthly data submitted to members of the technical advisory committee. The Highway Division will recommend a 4-hour period be reserved for high-occupancy vehicles in the westbound direction from 6 to 10 a.m., and in the eastbound direction from 3 to 7 p.m., weekdays, Monday through Friday.

We believe that opening the HOV lanes during non-peak periods will not have a major affect upon the traffic generation for the facility, but will certainly address public sentiment and criticism of this very desireable experimental project. I believe this adjustment will go a long way towards public acceptance and support of the project, which is needed to provide the initiative to implement other similar projects in the metropolitan Portland area.

The Banfield Freeway HOV lane project has been established as a demonstration project to "test the waters" and to factually evaluate the effect of preferential treatment on freeways. It is certainly the springboard for additional projects of this type.

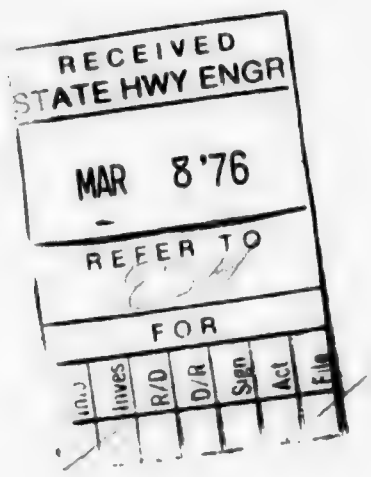
I would appreciate your reconsideration of the proposed revision to this demonstration project, considering both the additional information collected during the second month's operation, and the attached additional analysis, prior to the next technical advisory committee meeting on March 18.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachments

cc: G. L. Jackson
G. M. Baldwin
F. B. Klaboe



FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 5, 1976

Portland, OR 97213

FILE: 26-1436
(310)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: Banfield Freeway HOV lane speed limit on the Union-82nd avenues section

NOTED
F. B. KLABOE

A temporary 45 m.p.h. speed limit was established on the subject section of the Banfield Freeway last summer when the contractor started work.

It was agreed that before the temporary speed limit was lifted, an investigation would be made to determine what the proper limit should be.

Dennis Peterson has made study and has determined a limit of 55 m.p.h. At the February 19 meeting of the Banfield technical advisory committee we asked for their opinion on changing the limit; they concurred with Peterson.

A copy of his data is attached. Please review it with Mr. Klaboe and give us your decision.

We will not make changes until after the next TAC meeting on March 18, but we wanted to get the groundwork done before that date. No announcements are to be made of your decision.

ebg

attachment

cc: F. B. Klaboe

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O/R
Sign
Act
File

8259

March 4, 1976

Mr. and Mrs. Arthur G. Baker
604 NE 128th Avenue
Portland, OR 97230

Dear Mr. and Mrs. Baker:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. This is an experimental project to determine the effects of preferential lanes on an existing freeway.

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of these lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately; it may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
R. N. Bothman
L. E. George

Mrs. Art Baker
604 N. E. 128th Avenue
Portland, Oregon 97230

March 2, 1976

604 N. E. 128th Ave.
Portland, Oregon

State Transportation Commission
State Capitol
Salem, Oregon 97310

Gentlemen:

We would like to state our opinions with regard to the Banfield Freeway exclusive lanes. We travel this freeway night and morning five days a week, and it is increasingly upsetting to have two lanes of traffic bumper-to-bumper and one lane with perhaps five to twelve cars and once in a great while a bus, during our trips. It has, however, proved a source of entertainment, if one has to be entertained while driving the freeway. It is interesting to keep score on the legal and illegal cars using the lanes. It is a rare night or morning that there isn't at least one and up to six or more "illegal" cars in the lane. We travel the freeway at 7:00 A.M. to 7:20 A.M., westbound, and again in the evening eastbound between 4:40 and 5:10. In our opinions it is a tragic waste of taxpayers' money to have lanes unused as these are. We do not feel that having them marked exclusive only at peak hours is the answer either, as we travel at peak hours and there is not that much traffic in the exclusive lanes. It might help to allow two or more passenger cars to use the exclusive lanes, but we have casually checked our fellow travelers and there really aren't that many cars with even two people in them. So as far as we are concerned, the exclusive lanes can be abolished completely, to our round of applause.

Yours very truly,

Mr. and Mrs. Arthur G. Baker
(Juanita J.)

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STATE HWY ENGR
MAR 3 '76
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FOR

RECEIVED
MAR 3 1976
Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

March 4, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

MICHELLE INMON
3526 Northeast 102nd Avenue
Portland, OR 97220

Thank you for your letter expressing your thoughts on the Banfield Freeway high-occupancy vehicle lane demonstration project.

If the restricted lanes can be made to function as well as we hope, then all of the highway users, whether in the HOV lane or not, will reap the benefits. Every automobile operating legally in the HOV lane removes two to three automobiles from the remaining lanes. Certainly, there are many people, such as you, who are unable to join carpools or ride the bus. In effect we are using some of your gas tax money to try to entice people out of the lanes that you have to use, thereby giving you more room and less competition. Our monitoring program shows that the restricted lanes are carrying about 4 per cent of the vehicles, and 20 per cent of the people traveling on the Banfield Freeway during the peak hours.

Right now, 30 per cent of the vehicles using the restricted lanes are in violation of the 3-occupant law. We are working closely with the police to reduce that percentage to a more acceptable rate.

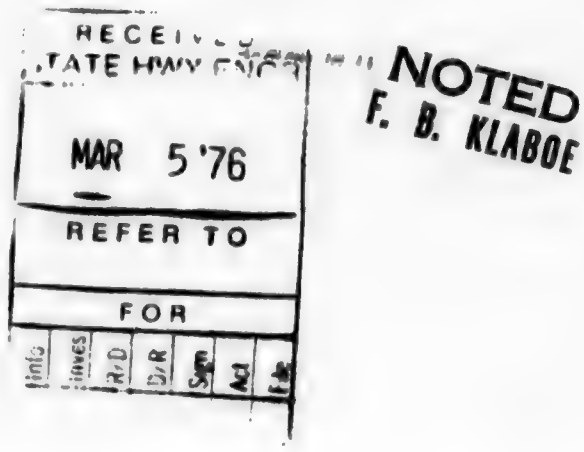
More efficient use of the freeway space by increasing the people-carrying capacity rather than vehicular-carrying capacity, is the goal of this project. Options such as widening the freeway or allowing the additional lane developed to be used for all vehicles were not open to us. We are, however, working with the Department of Environmental Quality and the technical advisory committee established for this project, to allow the use of the restricted lane by all traffic during non-peak hours. No decision has been reached on this as yet.

I hope this will answer some of your questions.

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: F. B. Klaboe



8259

March 4, 1976

Mr. K. Peter Norrie
2873 NW Shenandoah Terrace
Portland, OR 97210

Dear Mr. Norrie:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March after the 90-day experimental phase has been completed. If adopted, the morning peak-hour operation of the preferential lanes would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lanes should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

2873 N. W. Shenandoah Terrace
Portland, Oregon 97210
February 25, 1976

Transportation Commission
State Capitol
Salem, Oregon

Gentlemen:

I would like to add my voice to the many who have no doubt contacted you regarding the ill planned Banfield Freeway bus and carpool express lane experiment. I travel the Banfield a good deal and find myself shaking my head in amazement that one-third of an antiquated freeway is used perhaps five per cent of the time, while the other two narrower-than-average lanes are clogged.

I presume that since the powers that be have decreed our good is better served by having bus and carpool lanes, we are forever saddled with this white elephant. However, could there not be some compromise reached? To wit, how about designating the inside lanes as bus and carpool lanes only during rush hours?

Sincerely,

K. Peter Norrie

K. Peter Norrie

KPN:jm

NOTED
R. L. SCHROEDER

RLS

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MAR 3 1976
Office of
Assistant State Highway Engineer

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ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

March 1, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Mr. and Mrs. R. C. Burlingame
24103 Northeast Oregon Street
Troutdale, OR 97060

The purpose of the high-occupancy vehicle lanes on the Banfield Freeway is to make more efficient use of the space available. We are trying to increase the people-carrying capacity of the freeway, not necessarily the vehicular-carrying capacity.

By providing incentives for people to join carpools or ride buses through the special reserve lanes, we hope to raise the vehicle occupancy rate. By raising the vehicle occupancy rate, fewer cars will be needed to move the same number of people. Every legal carpool in the reserve lanes removes two to three cars from the remaining lanes.

Eventually, if this project proves successful, the traffic should move smoother and faster in all lanes. Our monitoring program shows that this is already happening.

The 45 m.p.h. speed limit is a temporary limit to serve while the project was being constructed. We are now in the process of investigating to see what the limit should now be. It appears that we will be able to return to the original 55 m.p.h. speed.

Since the primary purpose of the high-occupancy vehicle lanes is to assist in the flow of traffic during peak hours only, the Highway Division is considering opening those lanes to all traffic during the non-peak hours.

Thank you for your letter and recommendations.

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: F. B. Klaboe

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FOR

NOTED
F. B. KLABOE

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OREGON STATE HIGHWAY DIVISION

March 1, 1976

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213 Telephone 238-8226

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

CONNIE WICKWIRE
2706 Southwest English Court
Portland, OR 97207

Thank you for your letter giving us your thoughts on the Banfield high-occupancy vehicle lanes. It appears from our investigation that we will be able to restore the 55 m.p.h. speed limit on the freeway as you recommend.

We are also giving very serious consideration to opening the high-occupancy vehicle lanes to all traffic during the non-peak hours. Our monitoring program shows that during the peak hours between 7 and 8 a.m., and 4:30 to 5:30 p.m., the HOV lanes are carrying about 20 per cent of the people traveling on the freeway. If through the use of these lanes we can entice people to join car-pools or ride buses we can raise this percentage considerably. Doing so will remove many vehicles from the non-restricted lanes freeing up their operation.

Thank you again for taking the time to write.

ebg

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: F. B. Klaboe

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MAR 2'76
REFER TO
FOR

NOTED
F. B. KLABOE

8259 NE Union Ave-NE 82nd Ave Sec 1975
Columbia River Hwy in Portland
(Grad, pav, bar, sign, & ill) #3

DEPARTMENT OF STATE POLICE

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
MAR 1 '76
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

February 27, 1976

Mr. Loren Kramer, Director
Department of General Services
1225 Ferry Street S.E.
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Kramer:

A portion of your letter of February 13 has been referred to this headquarters for reply.

We are aware of the complex nature of the HOV Project on the Banfield Freeway. It is for this reason that we have agreed to furnish field reports to the Highway Division and other interested parties.

From the information furnished this Headquarters, we have found a reasonable degree of compliance by the motoring public and would agree that it seems reasonable to assume that public acceptance may be enhanced by removing the restrictions except during peak traffic hours.

Our officers tell us that moving into the HOV lane to take enforcement action is a difficult, but not impossible, task.

Removal of the restrictions except during peak traffic hours would certainly present added enforcement problems until the public became "educated" to the change. During the transitional period, we would anticipate the need to assign added patrol units to aid in enforcing the restrictions. We would, of course, not have the enforcement responsibility during the time when the restrictions were removed thereby permitting scheduling of patrols on a selective basis.

As was indicated to Mr. Carl Simons by telephone on February 26, this letter or the comments from our members in the field are not an attempt to interfere with your department's evaluation of the effectiveness of the HOV Project.

NOTED
R. L. SCHROEDER

RECEIVED
MAR 9 1976
Office of
Assistant State Highway Engineer

You may be assured our members will continue to exert enforcement effort against those who violate the restrictions placed on the HOV lanes.

Sincerely,

Robert R. Fisher, Superintendent

By John C. Williams
John C. Williams
Major

gdb

cc: Fred B. Klaboe, Highway
Robert N. Bothman, Highway
Capt. V. L. Kezar
2nd Lt. J. R. Phillips

#8209

FORM 734-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 26, 1976

Portland, OR 97213

FILE: 26-1436
(210)

FROM: VERN BUTZER
Project Information Officer

SUBJECT: Banfield HOV lanes
TAC meeting 2/19/76

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

The meeting was opened at 2:20 p.m. There were no corrections to the memo of the January 15 meeting.

Each agency was asked for public response received by them on the HOV lanes. Max Klotz handed out a summary of letter responses received by Metro. After initial "irate taxpayer" complaints tapered off, most criticism was reasonable. Most concerns dealt with not enough vehicles using the lane, especially during off-peak periods, and that it should either be opened to all vehicles at all times or at least during off-peak times.

Speed limit adjustment was discussed. Metro Traffic Engineer, Peterson, has recommended 55 m.p.h. speed limit (presently set at 45 m.p.h.) based on 85 percentile radar speed check. OSP was agreeable to 55 m.p.h.; Tri-Met had no objection; DEQ thought higher speed would decrease pollution and was in favor; the city had no objection.

Peak-hour operation was discussed. There will be no change in 24-hour lane restriction prior to a 90-day period which ends March 15, 1976. The committee is asked to make a recommendation at the next meeting. Tri-Met submitted such a recommendation with other data at this meeting.

The question of reducing HOV lane restriction to two persons was asked. DEQ OSP, and Tri-Met opposed, the city voiced no opinion either way.

DEQ submitted a letter to Metro advising requirements to remove the 24-hour lane restrictions. Verbal comments of letter contents were given by Carl Simons, indicating that lane restriction enforcement, traffic prediction and analysis of effect on arterials, and air data were to be considered.

Traffic statistic charts and data were discussed.

The next meeting was set for March 18, 2 p.m. at Metro. The meeting adjourned at 4:10 p.m.

ebg

NOTED
R. L. SCHROEDER

cc KLABOE
3-5-76

RECEIVED
MAR 10 1976
Office of
Administrator

RECEIVED
STATE HWY ENGR
MAR 5 '76
REFER TO
9SH
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 3 1976
OE
FILE T/A

PROJECT Grand Ave 82nd Ave Sec. Barfield HOVL

TYPE OF MEETING Tech. Adv. Comm.

TIME: 2:00pm DATE: Feb. 19 ,1976 LOCATION Metro OSHD

ATTENDANCE LIST

NAME	ORGANIZATION	MAIL ADDRESS AND PHONE NUMBER
Max Kbtz	Metro Planning Engr.	
Bill McConnel	OSHD	
Laurel Wentworth	City	
Gene Williamson	Tri Met	
Jack Wood	" "	
Jef Kaiser	OSHD	
Jim Phillips	OSP	
Jerry Lowe	Tri Met	
Carl Simons	DEQ	
Vern Butzer	OSHD	

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1436
(220)

February 26, 1976
Portland, OR 97213

FROM: JEF KAISER
Environmental Planner

SUBJECT: Banfield HOV lane demonstration project

TO: MEMO TO THE FILE

A meeting was held on February 23, between FHWA, OSHD, DEQ, and Tri-Met (CARPOOL), regarding federal funding assistance for the Banfield HOVL monitoring program. A list of those in attendance is attached.

The purpose of the meeting was threefold: (1) to provide a firsthand briefing to FHWA on the current monitoring program; (2) to receive constructive criticism from FHWA on program design; and (3) to clarify the content of the demonstration project application.

Dan Rosen from FHWA indicated that UMTA was no longer going to participate in the funding as previously anticipated, and that FHWA was willing to increase their participation from $50,000 to $150,000.

Generally, the existing monitoring effort was acceptable to FHWA. Minor additions will be made to the program, by FHWA request, primarily in the area of transit monitoring. These additions would be in the nature of ridership origin-and-destination and attitudinal surveys at six-month intervals, occupancy counts on non-Tri-Met buses using the HOV lanes, and monitoring of transit fares. Additionally, monitoring vehicle occupancy rates on local freeway corridors similar in situation to the Banfield; e.g., Sunset corridor, was requested.

It was decided that four main themes should be individually addressed in the project application and subsequent program reports; air quality, traffic, transit, and safety.

It was agreed that Metro would submit a draft project application to FHWA (Howie Bissell), through Buz Swan of OSHD, in two weeks. A federal contract should ensue in about three months. Once signed, FHWA will participate on a partial-paying basis.

The general feeling at this meeting was that the monitoring program was satisfactory with minor additions, and that no problems were evident which would jeopardize FHWA funding assistance.

NOTED
F. B. KLABOE

ebg

attachment

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
D. E. Swan
G. A. Potter
Cliff Christianson

RECEIVED
STATE HWY ENGR
MAR 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NAME	ORGANIZATION
Jeff Kaiser	OSHD Environmentalis
Vern Qutzen	OSHD Metro Project Info Officer
Jerry Lowe	TRI-MET-CARPOOL
Bill McConnell	OSHD "
Gary Simons	DEQ Air Quality Control Division
John Corr	" "
Lyle Renz	Fed. Hwy Admin - Portland
Dan A. Rosen	FHWA - Washington, D.C.
C.T. Christienson	FHWA Salem
R.N. Bothman	OSHD
E. J. Leland	FHWA - Region 10 - Portland
Howie Bissell	FHWA - Washington D.C.
Doyne Teets	FHWA - Office of Contracts + Procurement Wash. D
Monty Rothenberg	JHK Associates - Alex. Va
Buzz Sewell	Federal Engr. OSHD
Max Klotz	OSHD Planning Engr

#3259

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1436(100)

February 26, 1976
Portland, OR 97213

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Banfield Freeway HOV lanes

TO: GEORGE M. BALDWIN, Director
Department of Transportation

At your request I have researched the documentation of the high-occupancy vehicle lane project to determine DEQ authority.

No permit or agreement was accomplished between OSHD and DEQ on the project.

Correspondence from K. R. Cannon generally indicates DEQ waived the requirements for an indirect source permit for the HOV lane project, conditional to OSHD establishing a monitoring program satisfactory to DEQ. This correspondence, and the actual presentation to EQC, was based upon the negative environmental impact statement which indicated a 24-hour HOV lane operation on the project.

My correspondence to Bud Kramer has subsequently indicated that OSHD had no intention of resorting to a freeway operation; that is, discontinuing the HOV lane and using that lane for an auto lane.

With the current annual increase of 2 per cent in auto volume, the Banfield Freeway would easily surpass the 10,000 ADT growth over a 10-year period, which is the threshold requiring an indirect source designation.

I have made commitments with the above indications that OSHD will recognize DEQ's involvement in the demonstration project.

I have requested concurrence from DEQ to proceed with a peak-hour-only operation of the HOV lane. Bud Kramer has responded with a list of questions which will be replied to immediately. The result should be a concurrence for the peak-hour-only operation, from DEQ in the near future.

ebg

cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#8257

February 25, 1976

Mr. Paul D. Gilbertson
5543 Denver
Portland, OR 97217

Dear Mr. Gilbertson:

Thank you for your letter supporting the experimental project on the Banfield Freeway involving the use of high occupancy vehicle "HOV" lanes.

This project is designed to use existing highway facilities more efficiently and to arrive at economical and innovative solutions to the growing transportation problems in the Portland area. If the demonstration project proves successful, the freeway user will experience a savings in time and fuel. The public, in general, will benefit from improved air quality not only in the Banfield corridor but also in downtown Portland.

We appreciate receiving your comments on this project.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

Paul D. Gilbertsen
5543 Denver
Portland, Ore
97217

2-22-76

To whom it may concern,

I disagree with this editorial. Perhaps the inside lanes aren't used fully during non-rush hours at this time. The experiment is still rather new, and I think that each coming month will bring more use of the inner lanes.

The days of careless energy use will soon be over, whether we like it or not. Let's do what we can to control this situation, and that means encouraging mass transit and carpools, and discouragement of less efficient forms of personal transportation.

Sincerely,

Paul D. Gilbertsen

Paul D. Gilbertsen

NOTED
R. L. SCHROEDER

RECEIVED
FEB 24 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 24 '76
REFER TO
FOR

Other views: bus lanes

The two inside lanes on this six-lane Banfield Freeway are exclusive bus and car-pool lanes. They are part of a public transit experiment to encourage fewer automobiles and increase use of buses and carpools. But you can see the inside lanes are empty now, as they are most of the time.

The Banfield experiment has been declared a limited success during rush hour traffic. But during non-rush hours, highway officials admit, the bus and car-pool lanes are virtually empty. That part of the experiment has been a failure.

Bus and car-pool lanes were designed to move freeway traffic more efficiently. They are inefficient and wasteful here on the Banfield during normal traffic hours.

The State Transportation Commission should continue the Banfield experiment between seven and nine in the morning and four to six afternoons. Any other time of day, and on weekends, the bus and car pool lanes should be open to all traffic.

That course of action is clearly justified. The Transportation Commission should wait no longer.

If you agree, write the State Transportation Commission in care of the State Capitol, Salem.—KATU-TV, 1-26-76

8259

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 23, 1976

Mr. H. M. McCleary
7132 NE Clackamas Street
Portland, OR 97213

Dear Mr. McCleary:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. This is an experimental project to determine the effects of preferential lanes on an existing freeway.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of these lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately; it may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March after the 90-day experimental phase has been completed. If adopted, the morning peak-hour operation of the preferential lanes would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lanes should be in operation to encourage the use of buses and carpools.

Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Sincerely,

Governor

RWS:sy
bcc: Department of Transportation
(F. B. Klaboe - Ext. 6516)

STATE HWY. ENGR
FEB 24 '76
REFER TO

COPY

004698

Please prepare draft reply for Governor's signature by 2-26
Thank you.

	R/D	FOR	REFER TO	FEB 17 '76
	D/R			
	Sign			
	Act			
	File			

RECEIVED STATE HWY ENGR

PLEASE RETURN ORIGINAL LETTER

NOTED R. L. SCHROEDER

February 16, 1975

RECEIVED
FEB 13 1976
Governor's Office

RECEIVED
FEB 18 1976
Office of Assistant State Highway Engineer

Dear Governor Love

May I take this opportunity to thank the bureaucrats, state highway engineers, Tri-Met and any others for the money wasting boondoggles on the Banfield Freeway in Portland.

Getting to Tri-Met's glorious fourth phase lanes is one it appears to be a big bust. I have stood on the overpass at 65th and Killingsworth and doubt if the express lanes ever carries 1/8 of the traffic.

I have counted as ratio as high as 65 cars in the two outside lanes to 1 in the express lane and at other times a 10 to 1 ratio. Drivers also prefer to merge close to 25 or 30 mph. Far from Tri-Met carrying out a good study by the Highway Engineering Department would be a good approach to a evaluation of the use of the express lane. Even buses use the outside lanes to avoid getting trapped in the inside through lane.

I feel that if the Banfield is to continue in use then there are a few basic changes required.

Most of all set the lane aside for a through lane during peak morning and evening hours and the other 18 hours have it opened for general use by all drivers.

It is almost comical to stand on overpass and watch 2 lanes full of traffic with one deserted looking lane.

How do I go to work? I ride the bus on the

city streets and feel what the Mt Hood Freeway would. Eventually drive the car around the Banfield. It was for some people originally designed but I feel it presents a better balance with the current condition.

Have a good day.

W. M. McCleary
7132 N E Clackamas St
Portland Or 97213.

RECEIVED
FEB 17 1976
OFFICE
DIRECTOR of TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF STATE POLICE

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

February 20, 1976

Mr. Fred B. Klaboe, Administrator
and State Highway Engineer
Room 140
Highway Bldg.
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Klaboe:

Forwarded for your information is latest report by Lt. J. R. Phillips summarizing the Banfield Advisory Committee's meeting on February 19, 1976.

Sincerely,

Robert R. Fisher, Superintendent

By
M. L. Acheson, Lieutenant
Traffic Division

km
Enclosures

RECEIVED
FEB 25 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
FEB 24 '76
REFER TO
FOR

Form 3a—30M

TIME 1:00PM

Place Multnomah

Subject INFORMATION-Supplement

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

County Multnomah

February 20 19 76

Interstate 80N (Banfield Freeway)
Banfield Advisory Committee

Refer to report by writer dated April 4, 1975 and supplemental reports.

The writer attended the scheduled meeting of the above committee on February 19, 1976, held at the Banfield Office of the Oregon State Highway Department.

The entire operation of the HOV lane was discussed. The emergency telephone system has operated very successfully, without vandalism or any harassment to the police.

The Oregon State Highway Department had prepared graphs showing that the accident frequency has increased six to seven times over that experienced prior to opening of the HOV lane. This information was quite a shock to all committee members. The accident frequency should somewhat stabilize now that the construction at 57th Avenue on ramp (westbound) has been completed and corrections made at the 82nd Avenue on ramp (westbound).

There was considerable discussion on increasing the posted speed in this area to 55mph, which there was little or no objection to. The theory being that by increasing the speed would reduce the rear end type collision. The Oregon State Highway Department had ran tests which revealed that 95% of the vehicles at 21st were exceeding the post 45mph; 70% were over 50mph and 23% over 55mph. At 68th Avenue, the percentages were much the same (see attached chart). It was pointed out by the writerthat on highways throughout the state motorists are driving 5 to 10mph over the posted speeds and by increasing the posted speed on 80N would not reduce, but would probably increase the number of vehicles traveling in excess of 55mph. The Oregon State Highway Department has recommended the speed be raised to 55mph.

There was a lengthy discussion on restricting the HOV lane during peak hours Monday through Friday, thereby opening the lane to all traffic on weekends and holidays and hours when traffic was not at its peak. Tri-Met had a prepared recommendation which calls for restriction of the HOV lane between the hours of 6:30-9:30AM (westbound) and 3:30-6:30PM (eastbound) week days only. (See attached sheet). The writer is in agreement with the recommended time frames as it will provide a good buffer zone in the event of a serious accident delaying traffic for any length of time. This same recommendation was made at the meeting held on January 15, 1976, although the hours were not the same. Max Klotz advised that a decision

Form 3a—30M

TIME 1:00PM

OFFICER'S REPORT
OREGON STATE POLICE

No. .....

Place Multnomah

County Multnomah

Subject INFORMATION-Supplement

February 20 19 76

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Banfield Advisory Committee

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Form 3a—30M

No. .....

OFFICER'S REPORT

OREGON STATE POLICE

TIME .....

County ..... Multnomah .....

Place . Multnomah .....

..... February 20 ..... 19 76

Subject INFORMATION-Supplement
Interstate 80N

on this and the posted speed should be made during March 1976.

The writer is of the opinion that opening the HOV lane to all traffic, except during the specified hours will almost eliminate the enforcement problems we have experienced and which were recognized prior to opening the HOV lane. Increasing the posted speed from 45 to 55mph can be debatable when presently we are experiencing six to seven times more accidents. The increase of the posted speed may reduce the number of rear end collisions and at the same time those accidents that do occur could result in more property damage and injury.

The next Banfield Advisory Committee meeting will be held at 2:00PM on March 18, 1976.

James R. Phillips

308-19, James R. Phillips, 2nd Lt.

BANFIELD FREEWAY

Passenger Vehicle Speeds

February, 1976

Location	85% Speed	Per Cent Exceeding 45	50	55	Recommended Speed
21st Avenue	56.0	95	70	23	55
47th Avenue	54.0	86	43	11	55
68th Avenue	56.0	98	72	21	55
Composite	55.3	93%	62%	18	55

(exceeding)
Posted

TRI-MET RECOMMENDATIONS

FOR BANFIELD HOV LANE OPERATIONS

1. The HOV lanes should be restricted from 6:30 - 9:30 a.m. and from 3:30 - 6:30 p.m. weekdays only. Tri-Met's greatest volumes occur between the above hours, both on the Banfield and on Barbur Blvd. where exclusive bus lanes will be added this Fall. An additional 100 buses planned for Fall delivery will also increase the bus volumes. Standard hours should be adopted for both facilities.

2. The Oregon State Police should use greater force in reducing the number of lane violators during restricted hours. The OSP should have a minimum of three patrol cars on duty during this time frame.

3. The HOV lanes should be limited to carpools of 3 or more occupants. Opening it up to two persons will increase traffic in the HOV lane and decrease travel time savings for both buses and 3-person car-pools.

4. A goal of moving 2,000 people-per-hour in the HOV lane should be adopted for a 12 month period.

Jerry W. Lowe
February 19, 1976
br

8:59

February 18, 1976

Rabbi Yonah H. Geller
920 NW 25th Avenue
Portland, OR 97210

Dear Rabbi Geller:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
L. E. George

R. N Bothman

Residence
2468 N.W. Overton St.
Portland, Oregon 97210

ב"ה

Member:
Rabbinical Council
of America

חרב צבי יונה געללער

Rabbi Yonah H. Geller

920 N.W. 25th Avenue
Portland, Oregon 97210

February 17, 1976

State Highway Division
Salem, Oregon 97310

Gentlemen:

I am writing in regard to the bus/carlane on the Banfield Freeway. I have observed that most of the time, with the exception of rush hours, this lane is practically empty, and it is exceedingly aggravation to those of us who must travel this freeway frequently, making hospital calls and other necessary trips, to be held to the remaining two lanes.

I have always felt that private citizens should be able to express their opinions to officials with the hope that some changes may be forthcoming, and it seems to me that this special fast lane should be reserved only during rush hours.

I hope your department will give this serious consideration.

Sincerely,

Yonah H. Geller

YONAH H. GELLER
Rabbi

YG:pw

RECEIVED
STATE HIGHWAYS
FEB 18 '76
REFER TO

RECEIVED
FEB 18 1976
Office of
Assistant State Highway Engineer

8259

13

February 18, 1976

Mr. James Law
9300 NE Halsey Street
Portland, OR 97220

Dear Mr. Law:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

#8259

February 13, 1976

Mr. Winston W. Jacobs
2707 SE 120th Avenue
Portland, OR 97266

Dear Mr. Jacobs:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

The Banfield High Occupancy Vehicle "HOV" Lane Project is an effort to determine the effects of preferential lanes on an existing freeway.

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of the HOV lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately. It may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
E. George

RLS:ab

Por and, Oregon 97266
Feb. 9, 1976

Oregon Highway Dept.
Salem, Oregon 97310

Dear sirs;

According to a T. V. News-cast, this is the department to which I should write concerning any grievence regarding the new express lane on the Banfield freeway.

I live in Southeast Portland, at L20th. I work in Hillsboro for a company for which I have twenty years service toward a pension plan. I moved to Hillsboro to be near my job, but my wife developed asthma there and we had to move back to Portland where her health is not affected. So you see it was necessary forme to drive to Hillsboro.

It would be inconvenient for me to ride the bus as I would have to walk the last half mile from the bus stop, and when I work the night shift , as I do much of the time in the summer, I would not be able to catch the last bus.

This information is to let you know that I drive the Banfield to save time,and it gripes me to see that express lane almost empty even during the rush hour. I feel that it is unfair for my tax dollars to be used to help build a traffic lane which I am not allowed to use unless I have three passengers in my car,(I do have two).

In the Feb. 1, 1976 issue of the Oregonian there was an article questioning the legality of the D.E.Q. test required of car driversin the tri county area of Portland, before their license will be issued, Article I sec. 20 of the Oregon constitution was quoted as their objection. It reads " No law shall be passed--- granting to any citizen or class of citizens, privileges or immunities, which upon the same terms shall not equally belong to all citizens. If that law applies to the D.E.Q. test mentioned I believe it also should apply to the above mentioned problem of barring drivers with two or less passengers from the express lane.

Respectfully,

Winston W. Jacobs

Winston W. Jacobs
2707 S.E. 120th. Ave
Portland, Ore. 97266

RECEIVED
HWY ENGR
FEB 11 '76
REFER TO
FOR

NOTED
R. L. SCHROEDER

RECEIVED
FEB 12 1976
Office of
Assistant State Highway Engineer

February 13, 1978

Mr. N. P. King
11211 NE Weidler Street, #137
Portland, OR 97220

Dear Mr. King:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

5954

February 13, 1976

Mr. W. P. King
11211 NE Weidler Street, #137
Portland, OR 97220

Dear Mr. King:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

Portland, Oregon
2/11/76

Hi Way Commissioner
Oregon Hi Way Dept
Salem, Oregon

Gentlemen:

Subject: Fast lane on the Banfield Freeway.

I don't believe that this experement is working at all, for the following reasons.

1. Only about 5 percent of the cars are using that lane and 3 out of 5 are cheating because they don't have 3 persons in the car, Therefore you only have about 2 percent using it legal.

2. If you opened it up it will solve all the traffic problems for everyone.

3. It is discriminating. I drive a company owned car and it is impossible for me to car pool due to the unscheduled hours worked. There are about 20 percent of the drivers in this same situation. If you saw fit to issue windo stickers to drivers of company cars and put these people in that lane it would also solve the congestion problem.

Thank you.

W. P. King
11211 N. E. Weidler St. 137
Portland, Oregon

NOTED
R. L. SCHROEDER

RECEIVED
FEB 12 1976
Office of
Assistant State Highway Engineer

FEB 12'76
REFER TO

8259

February 13, 1976

Mrs. Bob Radcliff
8804 NE Humboldt
Portland, OR 97220

Dear Mrs. Radcliff:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

8804 N.E. Humboldt
Portland, OR 97220
Feb. 9, 1976

Transporation Commission
Oregon State Capitol
Salem, OR 97310

Dear Sir:

Concerning the Portland traffic lane for buses and car pooles: I'm on the freeway only about twice a week and from my experience I've seen one bus in that lane. About three out of the four cars that are using it do not have three or more people in them.

Having the bus lane open for buses and car pooles from 7:00-9:00 a.m. and 4:00-6:00 p.m. on the week days is a better idea. However it still seems impractical and less safe for the majority to be in bumper to bumper or stopped traffic with that third lane usually empty

Sincerely,

Mrs. Bob Radcliff

Mrs. Bob Radcliff

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FEB 12 1976
Office of
Assistant State Highway Engineer

RECEIVED
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
R. L. SCHROEDER

Phone: 378-8148

OFFICE OF THE LEGISLATIVE COUNSEL
203 Public Service Building
Salem, Oregon 97310

Date: February 12, 1976

To: Mr. F. B. Klaboe
Administrator, Highway Division
Department of Transportation
140 Highway Building
Salem, Oregon 97310

Banfield Freeway
two lanes

From: Thomas G. Clifford, Legislative Counsel

Subject: Administrative Rule Review

Enclosed are one or more administrative rule review reports prepared by the Legislative Counsel staff pursuant to chapter 136, Oregon Laws 1975 (Senate Bill 381). Each report sets forth the findings and determinations we are required by section 4(3), chapter 136, to make in regard to rules of your agency submitted for our review pursuant to section 3, chapter 136.

Section 4(4)(c), chapter 136, directs the Legislative Counsel to send a copy of determinations made in reviewing a rule submitted by a state agency for that purpose to:

1. The Legislative Counsel Committee.

2. The presiding officer of each house of the Legislative Assembly, "who shall refer the determinations to any standing or interim committee concerned therewith."

3. The state agency concerned.

The report or reports are scheduled for possible consideration by the Legislative Counsel Committee at a meeting on Wednesday, February 18, 1976, beginning at 9:30 a.m., in Room 200K, Public Service Building, Salem.

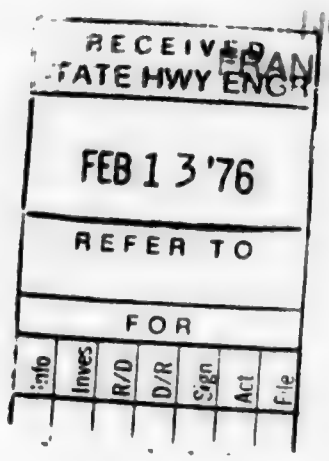
NOTED
C. W. HEAD

Enclosures: ARR 274

cy- Cec Head ✓
Walt Barnie
E S Hunter
R N Bellman

2-13-76

NOTED
FRAN NEAVOLL



LEGISLATIVE COUNSEL
109 State Capitol
Salem, Oregon 97310

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ARR Number: 274

November 25, 1975

Administrative Rule Review
REPORT
to the
Legislative Counsel Committee

Class of Review: Automatic, pursuant to section 4(1), chapter 136, Oregon Laws 1975

State Agency: Oregon Transportation Commission, Department of Transportation

Rule: Designation of portions of Banfield Freeway for exclusive use by busses and high-occupancy passenger vehicles

FINDINGS AND DETERMINATIONS
(Questions 1 to 3 pursuant to section 4(3),)
(chapter 136, Oregon Laws 1975. Question 4)
(pursuant to request of Committee.)

1. Does the rule appear to be within the intent and scope of the enabling legislation purporting to authorize the adoption thereof?

   Yes.

2. Has the rule been adopted in accordance with all applicable provisions of law?

   Yes.

3. Have constitutional provisions been observed in establishing the standards under which the rule is adopted?

   Yes.

4. Does violation of the rule subject the violator to a criminal or civil penalty?

   Yes.

DISCUSSION AND COMMENT

The Oregon Transportation Commission proposes to adopt a rule designating certain portions of the Banfield Freeway for exclusive use by busses and high-occupancy passenger vehicles. For purposes of the rule, "high-occupancy passenger vehicle" means a passenger vehicle carrying three or more passengers. The rule indicates that the commission intends to designate high-occupancy use lanes on both the eastbound inside (median) lane from mile point 2.88 to 5.16 and on the westbound (median) lane from mile point 4.69 to 1.36, effective upon the completion of the present reconstruction project in the affected areas of the Banfield Freeway.

The declared purpose of the rule is to "conserve energy by encouraged carpooling" and to "facilitate public transportation."

1. ORS 483.532, as amended by section 1, chapter 698, Oregon Laws 1975, provides in part:

> "483.532. (1) The Department of Transportation, the governing body of a county and the city council, with respect to highways or streets under their respective jurisdictions, may: . . .
>
> "(b) Designate lanes to be used exclusively by busses or high occupancy-use passenger vehicles for the purpose of conserving energy and facilitating public transportation."

It would appear that the Oregon Transportation Commission has the authority to adopt a rule to implement ORS 483.532(1)(b). Under ORS 184.617(3) the commission has "general power to coordinate and administer programs relating to . . . highways . . . and such other programs related to transportation as may be assigned by law to the department." ORS 184.619(1) provides that "the commission shall adopt such rules . . . as it considers necessary and proper in performing the functions vested by law in the commission." Thus, the department's rulemaking authority under ORS 483.532(1)(b) would appear to be exercisable by the commission.

2. A notice that the commission intended to adopt the rule in question appeared in the November 1, 1975 issue of the Administrative Rule Bulletin. The notice appears to be in compliance with ORS 183.335 with regard to its timeliness and contents.

A draft of the rule in question was submitted to this office before adoption, in compliance with chapter 136, Oregon Laws 1975.

3. There may be some question raised as to whether the rule in question would constitute an unconstitutional diversion of highway funds under section 3, Article IX of the Oregon Constitution, which limits the use of money derived from taxes levied on motor vehicle fuel or motor vehicles exclusively for the acquisition and development of parks and other scenic, recreational or historic places and the "construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads and streets within the state."

The designation of certain lanes on the Banfield Freeway for exclusive use by a certain classification of vehicles would seem to be wholly consistent with the broad purposes of highway improvement, operation and use set forth in Article IX, section 3. However, without questioning the legislative judgment that designation of high occupancy lanes is desirable to conserve energy by encouraging carpooling and to facilitate public transportation, the question to be resolved is whether the exclusion from a state highway of all vehicles other than passenger vehicles carrying three or more passengers and busses restricts use by the general public to such an extent that the highway thereby ceases to be a public highway, improvement or operation of which can be funded from constitutionally dedicated highway funds.

It would not appear to be necessary that the public be given unconditional access to all portions of a public highway. Chapter 451, Oregon Laws 1975 (Senate Bill 1) is replete with provisions which, in effect, make operation of a motor vehicle subject to various requirements regarding designated lanes of the highway. For example, section 22, chapter 451, requires slow drivers to drive in the right hand lane, and section 25 requires drivers of vehicles having a gross weight of not less than 8,000 pounds to drive in the right lane of all roadways having two or more lanes for traffic proceeding in a single direction with certain exceptions. The rule in question appears to be of a nature similar to such statutory provisions, in that its effect is to make operation of a motor vehicle upon a state highway subject to a requirement that the operator use or not use a specifically designated lane of the highway.

Reasonable control of access to designated lanes would appear to be a proper function of the commission, particularly in light of the commission's broad statutory authority to make various designations regarding other highway use matters. For example, the commission has authority to classify, designate and mark highways under section 157, chapter 451, Oregon Laws 1975, to regulate the use of freeways under section 162, and to

designate through highways, stop intersections, no passing zones, one-way highways, safety zones, turns and lanes under sections 159, 162, 163, 164 and 165 of chapter 451.

The foregoing discussion is not to suggest that the commission could completely insulate a lane of a public highway, developed with highway funds, from use by the general public, by limiting access to a select group of drivers. But, under the rule in question, a member of the general public may use the designated high-occupancy vehicle lane if his or her vehicle contains at least three passengers, and a member of the public can also gain access to the designated lane by riding a bus.

It may also be noted that, notwithstanding the fact that the purpose of the rule in question is to conserve energy and facilitate public transportation, the expenditure of highway funds under the rule in question is distinguishable from the use of highway funds for the purchase, operation or maintenance of a mass transportation system (e.g., the purchase of busses) as contemplated by recently proposed amendments to section 3, Article IX of the Oregon Constitution [e.g., HJR 18 (1975)].

The conclusion that the rule in question is constitutionally permissible also finds support in the Attorney General's Opinion No. 6765, 35 Ops. Att'y Gen. 198 (October 6, 1970), which declared:

> ". . . Article IX, section 3, funds could be lawfully used for acquisition of right of way for and the construction, maintenance and repair of high speed highway lanes [used solely] for bus transportation." 35 OAG at 209.

4. Violation of the rule in question would subject the violator to a criminal penalty. Under ORS 483.990(1), as amended by section 2, chapter 698, Oregon Laws 1975, any violation of any rule declared in ORS 483.532 is punishable:

> "(a) Upon conviction, by a fine of not more than $100 or by imprisonment in the county or municipal jail for not more than 10 days.
>
> "(b) Upon a second such conviction within one year after the first conviction, by a fine of not more than $200 or by imprisonment in the county or municipal jail for not more than 20 days, or both.
>
> "(c) Upon a third or subsequent conviction within one year after the first conviction, by a fine of not more than $500 or by imprisonment in the county or municipal jail for not more than six months, or both."

designate through highways, stop intersections, no passing zones, one-way highways, safety zones, turns and lanes under sections 159, 162, 163, 164 and 165 of chapter 451.

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> "(a) Upon conviction, by a fine of not more than $100 or by imprisonment in the county or municipal jail for not more than 10 days.
>
> "(b) Upon a second such conviction within one year after the first conviction, by a fine of not more than $200 or by imprisonment in the county or municipal jail for not more than 20 days, or both.
>
> "(c) Upon a third or subsequent conviction within one year after the first conviction, by a fine of not more than $500 or by imprisonment in the county or municipal jail for not more than six months, or both."

8259

February 12, 1976

Mrs. Dorothy Gailey
Route 2, Box 595
Gresham, OR 97030

Dear Mrs. Gailey:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. The purpose of the preferential lane is to encourage commuters to use a more efficient means of travel, such as carpools and buses.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway.

Every effort is being made to delineate the median barrier. We hope to have additional delineators installed in the immediate future.

Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring this project.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

February 9, 1976

OREGON TRANSPORTATION DIVISION:

I would like to express my opinion concerning the Ban-Field Freeway. I drive the Ban-Field each day from Wood Village into Portland. Getting to the express lane about 7:05 A. M., it's great for me, for I'M usually the only car using it. While everyone else thinks it's such a big success, I don't see it. Has anyone mentioned how dangerous the wall in the middle is with no reflectors that light up? With on coming traffic lights you can hardly see the wall, especially when it's raining. I have also failed to hear about the car pile up's, since the lanes have been narrowed. I've seen more wrecks with greater number of cars involved in the past three months, than all the other years I've been using the Freeway. Since most of us are tax payers, I think the express lane should be used by all, for it's not possible for all to ride buses or to have riders in their cars, or at least let (2) people in cars drive on the express lane. We want to get the traffic in and out of Portland especially during the rush hours so why not put the tax payers money to good use. Let everyone use the express lane?

A EXPRESS LANE USER

Dorothy Gailey

Mrs Dorothy Gailey
Rt. 2 Box 595
Gresham Oregon, 97030

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FEB 11 1976
Office of
Assistant State Highway Engineer

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MOVED
R. L. SCHROEDER

8059

1

February 12, 1976

Mrs. D. R. Snider
9928 NE Skidmore Street
Portland, OR 97220

Dear Mrs. Snider:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H1 S. Coulter
R. N. Bothman
L. E. George

9928 N. E. Skidmore Street
Portland, Oregon 97220
February 7, 1976

OREGON HIGHWAY DEPARTMENT
STATE OF OREGON
Salem, Oregon 97320

Gentlemen: BANFIELD FREEWAY

During the current trial period on the Banfield Freeway, wouldn't it be logical to release the HOV lanes to regular traffic between PEAK HOURS?

I am a tax payer and home owner in the Parkrose area and do not normally travel the BANFIELD during the rush hours, but notice NOW that the single lane OFTEN IS VERY SLOW -- less than the posted 45 -- in normal afternoon travel.

Hoping that the HOV lanes will be opened as part of the test . . . .

Sincerely,

Mrs. D. R. Snider

f

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FEB 10 1976
Office of
Assistant State Highway Engineer

FEB 10 '76
REFER TO
FOR

8259

February 12, 1976

Ms. Dolly Wells
1022 State
Hood River, OR 97031

Dear Ms. Wells:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H.S. Coulter
R. N. Bothman
L. E. George

FEB 10 '76
REFER TO
FOR
Info
Sign
Act
File

Dolly Wells
1022 State
Hood River
97031

To whom It May Concern:

The inside lane
during heavy traffic is
a great idea on Hwy 35.
It's advisable to hold
the traffic to the inside
during non-heavy traffic.
Thank you.
from Portland to
East and West.
Sincerely
Dolly Wells

729

February 11, 1976

Mr. and Mrs. Larry Burright
8740 SE 155th
Portland, OR 97236

Dear Mr. and Mrs. Burright:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

February 6, 1976

To State Hwy Div
Salem, Ore 97310

Eliminate the empty
Bus Lane totally
Or at least 7-9
4-6.

Laura Burright
Carol Burright
8740 S.E. 55th
Portland, Ore 97236

My two sons dictated but not printable.

8059

1b

February 11, 1976

Ms. Faith Fraley
952 NE 173rd
Portland, OR 97230

Dear Ms. Fraley:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

DEAR SIRS:

Feb 6, 1976

I must agree with the KATU news editorial that the Banfield Freeway express lane should be open to all traffic during non-rush hours. I can see no need for an express lane when there is no rush hour traffic.

RECEIVED
FEB 9 1976
Office of
Assistant State Highway Engineer

Thank you, Faith Fraley

Faith Fraley
952 N.E. 173rd; Portland, OR
97230

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Act				
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8259

February 11, 1976

Mr. B. G. Luchs
6325 SW Alice Lane
Beaverton, OR 97005

Dear Mr. Luchs:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
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L. E. George

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FEB 9 '76
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STATE HWY ENGR

B.G. Luchs
6325 S.W. Alice Ln
97005

Feb 6, 1976
Beaverton, Ore.

Dear Sir

Re: H.O.V. lane on Banfield — 80N.

During non-peak hrs., I feel the H O V lane would make an excellat express lane for vehicles going East of 82nd Ave and West of Holladay, Lloyd Center Exits. That would remove most of the long haul trucks from the local on, off ramps between 82nd Ave & the Willamette river.

Thank you for your time

Sincerely,
B. G. Luchs

Re: Ch. 2 Editorial
2/6/76

RECEIVED
FEB 9 1976
Office of
Assistant State Highway Engineer

8259

February 11, 1976

Mr. Leonard T. Sawchuk
8225 SE Taylor Street
Portland, OR 97216

Dear Mr. Sawchuk:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

8225 S.E. Taylor Street
Portland, Oregon 97216
February 3, 1976

State Transportation Commission
State Capital
Salem, Oregon

Gentlemen:

I am writing you concerning the new Special Use Lane on the Banfield Freeway in Portland. As I drive on it every day to and from work, I feel that I am in a position to say that your experiment is not working out too well. In the first place, I feel (and I am certainly not alone) that the primary responsibility of any city freeway system is to move the majority of people who use it. This it does very poorly. Now you may say that recent statistics indicate that as many as 400 fewer cars are using the freeway at rush hour. If this is so, I do not consider it progress because I know of more than one case in which people have simply stopped using the freeway out of frustration. If this is progress, let's just close the whole freeway and that way get a tremendous improvement in the number of cars using it at rush hour.

It also has been pointed out to me that other cities have used this method quite effectively. I would like to point out that other cities, such as Seattle, also are responsible enough to provide four to five lanes in each direction before putting in a "special lane." Portland's two-lane joke is hardly sufficient for present traffic and I feel you are grossly misled to believe that you can force more people into car pools by making normal life more inconvenient. It seems obvious to me that the majority of people that could use car pools are now doing so. Gas prices have been enough of an initiator there.

My recommendations are: 1. Eliminate the special use lane entirely (and the 45 MPH speed limit) and concentrate on moving traffic the safest, quickest possible way. If your objective is to save gas, consider how much gas is being saved by 10,000 cars moving at 10 MPH! 2. At the very least, I would support KATV's editorial of last week asking that the restricted lane be in effect only from 7:00 to 9:00 in the morning and 4:00 to 6:00 in the evening.

If positive changes are not made in the near future, I will also be one of those looking for another route to and from work.

Sincerely,

Leonard T. Sawchuk

NOTED
R. L. SCHROEDER

RECEIVED
HWY ENGR
FEB 9 '76
REFER TO

RECEIVED
FEB 10 1976
Office of
Assistant State Highway Engineer

#0257

February 11, 1976

Mr. Forrest Solum
11359 NE Halsey, #10
Portland, OR 97220

Dear Mr. Solum:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

February 2, 1976

Dear Sirs;

I am responding to the KATU-TV editorial aired on January 26, 1976. I am greatly in favor of the creation of the car pool and bus lanes on the Banfield freeway. I car pool to and from work everyday and find the lanes very convenient. I also use the Banfield freeway frequently on weekends and have not seen the HOV lanes used by a bus or car carring three or more persons. These 2 lanes have been empty.

From my own experience of the traffic load on the Banfield freeway, I would be in favor of restricted use of the carpool lanes from 7-9 AM and 4-6 PM on weekdays and on weekends allow unlimited use.

RECEIVED
FEB 9 1976
Office of
Assistant State Highway Engineer

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R. L. S.
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A-1
FEB 9'76
REFER TO
STATE HIGHWAY ENG

- 8259

February 11, 1976

Mr. and Mrs. Lew Wallace
711 NE 162nd
Portland, OR 97230

Dear Mr. and Mrs. Wallace:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

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FOR
REFER TO
FEB 9 '76
FEDERAL HIGHWAY ADM.

RECEIVED
FEB 10 1976
Office of
Assistant State Highway Engineer
2-6-76

A75

Re: The Sanfield Freeway.

We travel across town (from Gresham to Beaverton) every day. The HOV lane is a real waste of travel space. The lane should be open to all traffic and/or Three + "faster" traffic.

One other alternative would be to reserve those special lanes for bus + two person Car pool people between peak hours. Frankly, I feel there would be no problem if all lanes were released to all traffic!

The Mt. Hood freeway would really be a Great Help.

Mr & Mrs Fern C. Wallace
711 N.E. 162
Portland, Oregon 97230

NOTED
R. L. SCHROCK

8259

February 11, 1976

Mr. Ralph E. Williams
13725 NE San Rafael
Portland, OR 97230

Dear Mr. Williams:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

RALPH E. WILLIAMS
13725 N. E. SAN RAFAEL
PORTLAND, OREGON 97230

Portland, Oregon.
Feb. 6 1976

Oregon Hiway Commission

Salem, Oregon.

Gentlepeople:

Channel 2 tonights editorial said it all. I travel said Banfield at least once daily and have never seen such a result of misspent taxpayers money let alone the insult to our intelligence by the kids in the Tri-met organization. Lets have some mature wisdom along with their knowledge.

R E Williams
13725 N E San Rafael
97230

RECEIVED
FEB 9 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

-#2-57

February 11, 1976

Mr. Doyal Wright
945 NE 192nd
Portland, OR 97230

Dear Mr. Wright:

The Banfield High Occupancy Vehicle "HOV" Lane Project is an effort to determine the effects of preferential lanes on an existing freeway.

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of the HOV lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately. It may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Thank you for your comments on this project.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H.S Coulter
R. N. Bothman
L. E. George

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FOR
REFER TO
FEB 9 76
RECEIVED STATE HWY ENGR

RECEIVED
FEB 9 1976
Office of
Assistant State Highway Engineer

To known it may concern
State highway Div.

I saw an TV edatoral the other
Day about 2 thing and thought I
would let my view made.

#1
The Bus lanes in Portland I 5 ON
I thing that a anather Bo-Bo
Test like the I 205 Freeway

I 5 ON is Paid by Peple like me
and you or maybe not you? and we
cant even use it as it is to be used
some of you men are Test like the
Dum men in Portland that don't
know where your hands are, if they
are in our Pockets I am going to
Yell P.S. get the Kick out of your
Pants and get the free Ways open
to all the Pipll

P.S. the Dum Smart men in the State
Dont have the Right to Fiet our Pockets
like 2 million Dollars a [redacted]
Month thing about it

Daniel Albright
6661705

DEPARTMENT OF
PUBLIC UTILITIES

FRANCIS J. IVANCIE
COMMISSIONER

CITY OF PORTLAND
OREGON

February 10, 1976

RECEIVED
STATE HWY ENGR
FEB 13 '76
REFER TO
FOR
Info Inves R/W D/R Sign

NOTED
E. S. HUNTER

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Glenn:

The establishment of the Banfield Freeway Bus/Carpool (HOV) Lanes has been received with mixed emotions by many Portland metropolitan area residents. Most of the concerns expressed by people in the community center around the continued 24-hour restricted use of the HOV lanes to only busses or cars with three passengers or more.

Sufficient documentation exists to show that the Banfield experiment is a limited success only during peak traffic periods. I feel that the HOV lanes could be opened to all traffic during weekday non-peak traffic times and on weekends without defeating the main purpose of the Banfield program.

I strongly encourage the Transportation Commission to reconsider the HOV 24-hour use restriction and to permit all traffic to use the HOV lanes during non-peak traffic periods. I believe that allowing all traffic to use the Banfield bus/carpool lanes, excepting for example 7 to 9 AM and 4 to 6 PM during the week and at all times on weekends, would not discourage attempts to increase public transit and carpool usage and actually would improve traffic flow within the metropolitan area.

Sincerely,

COMMISSIONER OF
PUBLIC UTILITIES

RECEIVED
STATE HWY ENGR
FEB 13 '76
REFER TO
FOR

FJI:Nmb
cc: George Baldwin
Tom King, Tri-Met

RECEIVED
FEB 13 1976
OFFICE
DIRECTOR of TRANSPORTATION

8259

February 10, 1976

Mr. and Mrs. Ralph A. Benton
B & B Brokerage Co.
2545 NE 144th Avenue
Portland, OR 97230

Dear Mr. and Mrs. Benton:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

B&B BROKERAGE CO.

* FOODS *

2545 N.E. 144th Avenue • Portland, Oregon 97230
Bus. (503) 232-2121 • Res. (503) 254-2315

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-27-76

State Transportation Commission
Salem, Oregon 97310

RECEIVED
FEB 4 1976
Office of
Assistant State Highway Engineer

RECEIVED
JAN 29 1976
OFFICE
DIRECTOR of TRANSPORTATION

Dear Sirs:

Will you please open the bus lanes on the Banfield Freeway to all traffic except the hours 7:00 A.M. to 9:00 A.M and 4:00 P.M. to 6:00 P.M. Monday thru Friday?

Believe us — it would be a real help.

Sincerely
Ralph A. and Barbara Benton

E:H

8959

February 10, 1976

Mrs. Elizabeth E. Bruhn
14981 S.E. Grant Court
Portland, Oregon 97233

Dear Mrs. Bruhn:

Your comments on the Banfield Freeway high-occupancy vehicle (HOV) lane project are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

5604-H

The project is a new approach toward utilizing buses and carpools as more effective means of moving people in a restricted corridor such as the Banfield. As a demonstration project, the Highway Division worked with an advisory committee to establish the initial operation.

Consideration has been given to using the HOV lanes only during peak hours and that proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when congestion occurs on the Banfield Freeway. During those hours, the HOV lane should be in operation to encourage those using the freeway to use buses or carpools.

Signing for a lane drop, such as occurs at 42nd Avenue eastbound, is difficult. The intention of the signing, presented both in symbol and word forms, is for the right-hand, outside lane to merge with the center, middle lane. The reason for this is that two-thirds of the traffic in the right-hand lane exits at the two 39th Avenue off-ramps, reducing the number of vehicles in the outside lane. As you know, this problem existed before when the lane ended at the 39th Avenue off-ramps. The accidents are being monitored and indications are that the merging lane is functioning satisfactorily.

Your comments relative to the number of employees at BPA using the Banfield Freeway would indicate that carpooling is a viable alternative. If a concentrated effort is made by many of those

types
redu
us

types of agencies using the freeway, the net result will be a reduction in the overall vehicular traffic, a more efficient use of the freeway, and a success to this attempt to increase the capacity of an existing facility.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
R. N. Bothman

RNB:ebg srb

Bonnie Bee

14981 S.E. Grant Ct
Portland, Oreg.
97233

State Transportation Comm.

Dear Sirs:

Concerning the Banfield Freeway- I think that all lanes should be opened to everybody after the rush hours are over. Possibly 9:30 AM to 4:30 PM and 7:30 PM to 7:00 AM.

As you know there are hords of BPA and other govt. workers near the Lloyd Center who leave work from 4:30 to 5:00 and after, and very quickly reach the freeway there.

Also there are at least 2 very dangerous places on the Banfield. One is at the base of the wall below Providence Hospital - about 45th street up to where one drives under the overhead bridge near there. It is bad at night and worse if it is raining.

If you are in the inside or wall-lane you really can't do anything about it, but suddenly there is a car on your left in your lane. (I almost went into the wall!)

Next time I drove in the middle lane to see why this happened. It wasn't raining & I saw some signs. But then I saw the reason for my scare. If it is raining at night the signs are hardly visible in the wall lane, but from the middle lane, even though you can see them - if it isn't raining at night, the first one doesn't warn you, but then comes one too close to the left wall which should, but it says the wrong thing: "Lanes Narrow".

I was wondering how they could narrow much more, when suddenly the middle lane merged into the right lane or wall-lane! There was no gentle, gradual merging of two lanes. That's why the other motorist found himself pressing me in my lane almost sending me into the wall. The rain at night makes it worse & dangerous.

The warning sign should be farther west from the merge and it should say: "Middle Lane merges into Right Lane".

The other bad place is at the 57th street ingress, where one is stopped by a "Yield" sign and long lines of cars. He cannot really see back to the left beyond a curve, so when he thinks it is O.K. to go, he must accelerate mightily, and may still hear a horn sounding behind him from a car coming around the curve at least 65 miles an hour. Woe to the motorist whose car is slow to change gears!

I hope someone will do something about these trouble spots on this fine way and any others noted before the first accident.

I don't see how a freeway can allow no extra lane for cars in trouble - engine slope or tire trouble, which happen away from "turn-outs".

Sincerely

(Mrs) Elizabeth E. Brecht

8259

13

February 10, 1976

Mr. and Mrs. C. Collins
14225 SW Barlow Court
Beaverton, OR 97005

Dear Mr. and Mrs. Collins:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

January 27, 1976

State of Oregon
State Transportation Commission
Salem, Or 97310

Re: CAR POOL - BUS LANES ON THE BANFIELD FREEWAY (HWY 80N)

I want to go on record as a supporter of the car-pool - bus lanes on the Banfield Freeway, especially during the morning and evening rush hours.

However, how can you justify the exclusive use of these lanes during non-rush hours???

The main portion of this exclusive lane route is to and from the airport and is the primary route between the west and east side of Portland proper.

Either explain why this exclusive use is necessary the entire day - or change to rush hours as soon as possible.

Mr. + Mrs. C. Collins
14??? SW Barlow Ct.
Beaverton, Or 97005

RECEIVED
STATE HWY ENGR
JAN 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JAN 28 1976
OFFICE
DIRECTOR of TRANSPORTATION

8259

February 10, 1976

Mr. Donald H. Day
12293 NW Cornell Road
Portland, OR 97229

Dear Mr. Day:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

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JAN 28 '76
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12293 N.W. Cornell Road
Portland, Oregon 97229

State Transportation Commission
Salem, Oregon 97310

RECEIVED
JAN 2 1 19 6
OFFICE
DIRECTOR of [illegible]PORTATION

Dear Sirs:

I wish to add my "voice" to the majority who feel your Banfield Freeway policy regarding the car pool - bus lane should be altered. During non-rush hours the lane should be open for all to use.

I am one voter who feels that more freeways are needed. The Mt. Hood Freeway should definitely be built. It is interesting to note the hypocritical politicians still drive cars even though coming out against the freeway. (Namely, Mr. Goldschmidt and Mr. Straub) Freeways should be built because of need and not veto'd by petty passing politicians.

Sincerely,
Ronald H. Clay
(A member of vote again Straub Committee - 1978)

8259

February 10, 1976

Mr. Robert P. Fariss
Attorney at Law
7131 SW Tenth Avenue
Portland, OR 97219

Dear Mr. Fariss:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

ROBERT P. FARISS
ATTORNEY AT LAW
7131 S.W. TENTH AVENUE
PORTLAND OREGON 97219
503 246-4080

Oregon Transportation Commission
Salem
Oregon
97310

January 28, 1976

Gentlemen:

I am writing you at this time regarding the situation on I 30 N where, as you are well aware, the public is forbidden to use one lane of the freeway. It may well be that this prohibition is warranted for two hours a day--no more. I would agree that there may be justification for the restriction of this lane from 7:00 A.M. to 9:00 A.M., westbound and 4:00 P.M. to 6:00 P.M., eastbound; but outside these hours the restricted lane is either deserted or used illegally for the most part.

I am sure that you are aware that it is just such senseless regulation that undermines all traffic regulations, not just questionable ones. There has been some statement in support of the 24 hour regulation to the effect that the public would be confused by having the restriction for only a specific period each day--just remember the public is smart enough to pay for all this--there are many traffic regulations which have time limits--this one would be no more confusing.

As you can see from my address, I do not live in the area served by I 30 N but I do have occasion to drive this route, usually during non-rush hours. I suggest that some of your people take a look at this route during the day instead of compiling self-serving statistics during the rush hours only. How about a few 24 hour checks?

Sincerely,

Robert P. Fariss

RPF:mm

Robert P. Fariss
7131 SW 10th Avenue
Portland, Oregon
97210

NOTE
R. L. SCHROE...

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...Y ENGR
JAN 29 '76
REFER TO
...
FOR
Dist Sup Aud File

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

8259

February 10, 1976

Ms. Madeline W. Forsyth
3131 SE 170th
Portland, OR 97236

579-H

Dear Ms. Forsyth:

Thank you for your recent letter concerning the High Occupancy Vehicle "HOV" Lane Project on the Banfield Freeway. It is an experimental project to encourage commuters to use a more efficient means of travel, such as carpools and buses. As this occurs, the remaining auto lanes will provide a smoother flow of traffic for those who are unable to ride a bus or use a carpool.

In regard to the utilization of the third lane to all vehicles during off-peak hours, such operation would be in conflict with the construction permit the Highway Division received from the Department of Environmental Quality. The possibility of taking this action, however, is under consideration.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

Thursday 17th

Have received the Linen as
enclosed notes on the Blankets
& Sheets 2-yard 4-4 wide — and
have them open to call traffic
at better terms

Yours truly
Wm Wallace Lee Forsyth
P.O. Box 1706
Jackson, Miss. 39236

Mr Schwartz

DEPARTMENT OF
PUBLIC UTILITIES

DIRECTOR'S FILE

FRANCIS J. IVANCIE
COMMISSIONER

CITY OF PORTLAND
OREGON

February 10, 1976

cys: Klaboe
Royer
Bottiman
2/13/76

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Glenn:

The establishment of the Banfield Freeway Bus/Carpool (HOV) Lanes has been received with mixed emotions by many Portland metropolitan area residents. Most of the concerns expressed by people in the community center around the continued 24-hour restricted use of the HOV lanes to only busses or cars with three passengers or more.

Sufficient documentation exists to show that the Banfield experiment is a limited success only during peak traffic periods. I feel that the HOV lanes could be opened to all traffic during weekday non-peak traffic times and on weekends without defeating the main purpose of the Banfield program.

I strongly encourage the Transportation Commission to reconsider the HOV 24-hour use restriction and to permit all traffic to use the HOV lanes during non-peak traffic periods. I believe that allowing all traffic to use the Banfield bus/carpool lanes, excepting for example 7 to 9 AM and 4 to 6 PM during the week and at all times on weekends, would not discourage attempts to increase public transit and carpool usage and actually would improve traffic flow within the metropolitan area.

Sincerely,

COMMISSIONER OF
PUBLIC UTILITIES

FJI:Nmb
cc: George Baldwin
Tom King, Tri-Met

RECEIVED
FEB 13 1976
OFFICE
DIRECTOR of TRANSPORTATION

8259

February 10, 1976

Mr. C. A. Graham
3631 NE 142nd
Portland, OR 97230

Dear Mr. Graham:

568-H

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

In regard to the construction of I-205, a decision concerning the design of the facility will be determined following a public hearing which is to be held within the next few months. It would be appropriate to add your comments to this hearing at that time.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

RECEIVED
STATE HWY ENG
JAN 30 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Jan 28, 1976
3631 NE 142
Portland, Ore 97230

Gentlemen:

I am not impressed with the Lodge - pole work and express lane on the Kenfield "Freeway" however we do have it for what it's worth. I think limiting the inside lane (as now set up) to buses and 3 passenger cars from the hours of 7:00 - 9:00 AM and 4:00 - 6:00 PM is the only way of reaping any good from what we have. Those empty inside lanes are off limits and the adjacent lanes with their traffic I think are ridiculous.

I am probably a typical John Q citizen and I don't understand all the maneuvering going on with respect to I-205 now but if you

people have a jurisdiction over this situation & for one would appreciate your getting the show on the road with the original plan and dumping the invalid petitions in the drainage ditch along the way.

RECEIVED
FEB 3 1976
Office of
Assistant State Highway Engineer

Sincerely,
Mr. C. A. Graham.

P.S. Explain how which have to get off the parkside before getting downtown to Portland can't really safely use the express lane because the exits are not readily accessible from the inside express lane! How 'bout that?

#8257

18

February 10, 1976

Mrs. Fred Lindstrom
216 NE 73rd
Portland, OR 97213

Dear Mrs. Lindstrom:

Thank you for your recent letter concerning the High Occupancy Vehicle "HOV" Lane Project on the Banfield Freeway. It is an experimental project to encourage commuters to use a more efficient means of travel, such as carpools and buses. As this occurs, the remaining auto lanes will provide a smoother flow of traffic for those who are unable to ride a bus or use a carpool.

In regard to the utilization of the third lane to all vehicles during off-peak hours, such operation would be in conflict with the construction permit the Highway Division received from the Department of Environmental Quality. The possibility of taking this action, however, is under consideration.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

Jan 26, 1976

State Transportation Commission
State Capital, Salem, Ore

Dear Sirs:

I heartily agree with Mr. Cooper who gave the editorial tonight on K.A.T.U. Channel 2 that the missile lanes on the Banfield Freeway should be open to all traffic all day except the rush hours of 7 to 9 a.m. & 4 to 6 P.M. Monday thru Friday.

When I have travelled it the middle of the day it is always empty, the whole way.

Sincerely

(Mrs. Fred) Jamie Jindelson
216 N.E. 73rd
Portland 97213

8059

February 10, 1976

Mr. and Mrs. E. D. O'Donnell
11200 SW Bel-Aire Drive, #G
Beaverton, OR 97005

Dear Mr. and Mrs. O'Donnell:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

January 27, 1976

State of Oregon
State Transportation Commission
Salem, Or 97310

Re: CAR POOL - BUS LANES ON THE BANFIELD FREEWAY (HWY 80N)

I want to go on record as a supporter of the car-pool - bus lanes on the Banfield Freeway, especially during the morning and evening rush hours.

However, how can you justify the exclusive use of these lanes during non-rush hours???

The main portion of this exclusive lane route is to and from the airport and is the primary route between the west and east side of Portland proper.

Either explain why this exclusive use is necessary the entire day - or change to rush hours as soon as possible.

Mr. & Mrs. E. A. O'Donnell
11200 S.W. Bel-Aire Dr. #9
Beaverton, Oregon 97005

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FOR
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JAN 2 6 1976
OFFICE
DIRECTOR of TRANSPORTATION

February 10, 1976

Mr. Jesse H. Settlemier
411 SE Gilham Avenue
Portland, OR 97215

Dear Mr. Settlemier:

The Banfield High Occupancy Vehicle "HOV" Lane Project is an effort to determine the effects of preferential lanes on an existing freeway.

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of the HOV lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately. It may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Thank you for your comments on this project.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

J. H. Settlemier

Real Estate Broker
"PERSONAL SERVICE IN THE SALE OF PORTLAND HOMES SINCE 1946."

411 S. E. GILHAM AVENUE
PORTLAND, OREGON 97215
PHONE: 253-4566

January 28, 1976

State Transportation Commission
Salem,
Oregon

Gentlemen:

Please call off the experiment on the Banfield Freeway and do away with that stupid bus lane-carpool fiasco.

It was a good idea to get rid of that bottleneck at 39th Avenue and to make it 3 lanes. That helped. But let the buses and carpools (if any) go along with the steady stream of traffic in any lane they wish.

If some slow driver should impede the buses, let him get a ticket for that offense, but don't penalize everyone by making two crowded lanes and one empty one!

Yours truly,

Jesse H. Settlemier

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Office of
Assistant State Highway Engineer

#550

- 8259

1b

February 10, 1976

Mr. and Mrs. Dan J. Sholian
7226 NE Sacramento
Portland, OR 97213

Dear Mr. and Mrs. Sholian:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

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Jan. 27, 976

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Office of
Assistant State Highway Engineer

Dear Sirs:

As taxpayers, we would like to register our complaint with your commission regarding the present situation on the Banfield Freeway.

We feel the transit lane or express lane should be open to all traffic with a possible plan of: transit and car pool only use from 7:00 am to 9:00 am - and 4:00 pm to 6 pm on a Monday through Friday basis. and open to all other traffic week ends and remaining hours.

We are also in favor of resumption of the M. Hood Freeway. Had the planners of the Banfield been more foresighted in planning for the growth of our city, we would not now bear the added expense in efforts to improve an already botched up interstate highway.

Population dictates we need another freeway running east and west.

Sincerely -
Mr. & Mrs. Alan J. Sholair
7226 N.E. Sacramento
Portland, Oregon 97213

RECEIVED
OFFICE
DIRECTOR of TRANSPORTATION

February 10, 1976

Mr. and Mrs. D. L. Stephens
11180 SW Bel-Aire Drive, #C
Beaverton, OR 97005

Dear Mr. and Mrs. Stephens:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

January 27, 1976

State of Oregon
State Transportation Commission
Salem, Or 97310

Re: CAR POOL - BUS LANES ON THE BANFIELD FREEWAY (HWY 80N)

I want to go on record as a supporter of the car-pool - bus lanes on the Banfield Freeway, especially during the morning and evening rush hours.

However, how can you justify the exclusive use of these lanes during non-rush hours???

The main portion of this exclusive lane route is to and from the airport and is the primary route between the west and east side of Portland proper.

Either explain why this exclusive use is necessary the entire day - or change to rush hours as soon as possible.

Mr. + Mrs. D. L. Stephens
11180 S.W. Bel Aire Dr. #C
Beaverton, Or 97005

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OFFICE
DIRECTOR of TRANSPORTATION

8359

February 10, 1976

Mrs. Lucille vom Cleff
11001 NE Skidmore
Portland, OR 97220

Dear Mrs. vom Cleff:

Thank you for your recent letter concerning the high occupancy vehicle "HOV" lane project on the Banfield Freeway. Your comments are appreciated and will be considered by both the Highway Division and the advisory committee monitoring the project.

Consideration has been given to using the HOV lanes only during peak hours. That proposal will be reconsidered in mid-March. If adopted, the morning peak-hour operation of the preferential lane would extend from 6 to 9, and the evening peak-hour operation would extend from 3 to 6. Those are the hours when the congestion does occur on the Banfield Freeway. During those hours the HOV lane should be in operation to encourage the use of buses and carpools.

In regard to the lane markings on the Marquam Bridge, the striping for three lanes has resulted in less congestion and fewer traffic accidents. In these days of high inflation and reduced motor vehicle revenues the Highway Division must make every effort to increase the capacity of its system with a minimum of expenditures.

Your comment concerning the need for immediate action to relieve traffic congestion is well taken. Every effort is being made within the funds available, to improve the existing conditions.

We appreciate receiving your comments on these projects.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
RLS:ab L. E. George

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FEB 4 1976
Office of
Assistant State Highway Engineer

Dear Sirs

I am opposed to the bus lanes running empty during day & evening hours when it isn't needed

Why are the powers that be trying to cripple traffic by this move in the 1st place??

The lanes are too narrow & this is a traffic hazard.

You try to promote safety & there certainly is no margin of safety during the Bonfils-

If you want traffic lanes for buses make the road wider & make them safer.

Another thing the top of the Marquam Bridge where the road is narrowed is a terrible threat - Try it when you are squeezed between two large trucks -

I would suggest each & every one of you drive the Marquam & the Ross Island during peak hours -

You are not building safe roads but roads that are more accomodating to mass transit regardless of citizens reaction.

I am not opposed to mass transit but feel car owners have some rights too.

There are some of us who have jobs where it is impossible to use mass transit - of course we could

more away from Multt Cty but as homeowners it would be necessary to take great losses.

One of the greatest errors is not providing the Freeway to Gresham - regardless of what transpires we will need the roads & the County Comm are fumbling around leaving nothing - perhaps by 2000 we will have mass transit but what about the years between -

It is my opinion roads should be built by Engineers & Politicians should work on problems related to their job.

Thank you

Lucille von Cleef & family
11001 N.E. Skidmore
Portland Ore
97220

Lucille von Cleef

8259

February 10, 1976

Mr. Allan Walters
Route 3, Box 385
Gresham, OR 97030

Dear Mr. Walters:

Thank you for your recent letter concerning the High Occupancy Vehicle "HOV" Lane Project on the Banfield Freeway. It is an experimental project to encourage commuters to use a more efficient means of travel, such as carpools and buses. As this occurs, the remaining auto lanes will provide a smoother flow of traffic for those who are unable to ride a bus or use a carpool.

In regard to the utilization of the third lane to all vehicles during off-peak hours, such operation would be in conflict with the construction permit the Highway Division received from the Department of Environmental Quality. The possibility of taking this action, however, is under consideration.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

Richard Ill.
Jan 20 19 76

State Transportation Commission
Richard Ill

Dear Sirs

I think the special lanes on Banfield
freeway should be made available to
all traffic between the rush hours

Sincerely
Ellen Gates

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JAN 27 1976
OFFICE
DIRECTOR of TRANSPORTATION

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2-10-76.

Dear Sir: Klebor

Although I am seldom on the Banfield Freeway driving my automobile, I believe that the enclosed article has merit.

If the present lanes designed for Tri Met & Car Pools are to be Continued, I suggest the Banfield be given a new name, "The Tri Met Car Pool Freeway."

I have tried to obtain additional passengers to form a Car Pool, but have been unable to do so, & my name is still on file at CAR POOL.

Should I use the freeway in the future, I do not see why I should be denied access the freeway in its entirety.

NOTED
R. L. SCHROEDER

A Motorist

ews: bus lanes

lanes on this six-lane Banfield Freeway
s and car-pool lanes. They are part of a
xperiment to encourage fewer automo-
e use of buses and carpools. But you can
nes are empty now, as they are most of

xperiment has been declared a limited
ush hour traffic. But during non-rush
fficials admit, the bus and car-pool lanes
are virtually empty. That part of the experiment has been a failure.

Bus and car-pool lanes were designed to move freeway traffic more efficiently. They are inefficient and wasteful here on the Banfield during normal traffic hours.

The State Transportation Commission should continue the Banfield experiment between seven and nine in the morning and four to six afternoons. Any other time of day, and on weekends, the bus and car pool lanes should be open to all traffic.

That course of action is clearly justified. The Transportation Commission should wait no longer.

If you agree, write the State Transportation Commission in care of the State Capitol, Salem. – KATU-TV, 1-26-76

Community Press Portland 2-10-76

Other views: bus lanes

The two inside lanes on this six-lane Banfield Freeway are exclusive bus and car-pool lanes. They are part of a public transit experiment to encourage fewer automobiles and increase use of buses and carpools. But you can see the inside lanes are empty now, as they are most of the time.

The Banfield experiment has been declared a limited success during rush hour traffic. But during non-rush hours, highway officials admit, the bus and car-pool lanes are virtually empty. That part of the experiment has been a failure.

Bus and car-pool lanes were designed to move freeway traffic more efficiently. They are inefficient and wasteful here on the Banfield during normal traffic hours.

The State Transportation Commission should continue the Banfield experiment between seven and nine in the morning and four to six afternoons. Any other time of day, and on weekends, the bus and car pool lanes should be open to all traffic.

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If you agree, write the State Transportation Commission in care of the State Capitol, Salem. – KATU-TV, 1-26-76

Community Press Portland 2-10-76

8259

February 9, 1976

Mrs. Lois Churchill
240 NE 61st Avenue
Portland, OR 97213

Dear Mrs. Churchill:

581-H

Thank you for your letter concerning the HOV lanes on the Banfield Freeway.

The Highway Division is studying the possibilities of utilizing these lanes by other than three or more occupancy vehicles during specific hours of the day. However, our present permit for this project from the Department of Environmental Quality will allow the lanes to be used by only high-occupancy vehicles. We will continue to review the project and make whatever revisions appear to be necessary.

Your second comment concerning enforcement of the present HOV lanes is well taken. Unfortunately it is very difficult for the State Police to enforce every mile of the project. We recognize that there are deliberate violators, but the majority of the motorists in Portland obviously respect the law and are attempting to make this experimental project work.

Thank you for your comments.

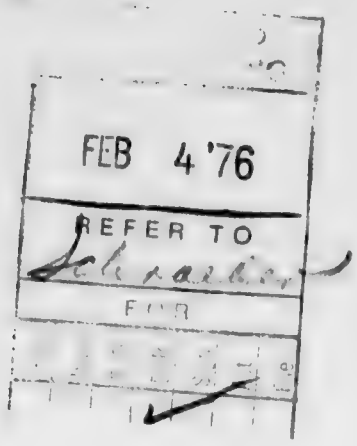
Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
R. N. Bothman



240 NE 61st Avenue
Portland, Oregon 97213
January 29, 1976

State Transportation Commission
Salem
Oregon

Gentlemen:

Re: Banfield Freeway
Portland, Oregon.

If the HVO lane of the Banfield Freeway cannot be used by everyone at all hours, I am pleased to read that you are considering its use by all vehicles at off-peak hours.

It seems to me that it would help East-bound commuter traffic in the evening if the big highway rigs were allowed to use the HVO lane. They could get to rolling in a hurry and certainly wouldnt be in the way of buses. I am not in any way connected with the trucking industry, however, have followed many of them as they grind gears to stop and go along the freeway. I would think this would be of particular help at your newest bottleneck where the two right lanes merge. I have seen as many as four trucks (two with trailers) merging at that point. Traffic backs up clear back beyond 39th.

Also, I thought the use of the HVO lane by carpools was to be strictly enforced. I'm getting tired of seeing so many single occupant autos use them, and I feel I'm just as anxious to get home as the next guy - so why cant they conform also? Please dont tell me to join a carpool or ride Tri-Met. Not all of us can.

Yours very truly,

(Mrs) Jan Schneider

RECEIVED
FEB 5 1976
Office of
Assistant State Highway Engineer

8259

555-H

February 9, 1976

Lt. Col. Robert L. Cole, USAF (Ret.)
2624 SE Morrison
Portland, OR 97214

Dear Lt. Col. Cole:

Thank you for your recent letter concerning the High Occupancy Vehicle "HOV" Lane Project on the Banfield Freeway. It is an experimental project to encourage commuters to use a more efficient means of travel, such as carpools and buses. As this occurs, the remaining auto lanes will provide a smoother flow of traffic for those who are unable to ride a bus or use a carpool.

In regard to the utilization of the third lane to all vehicles during off-peak hours, such operation would be in conflict with the construction permit the Highway Division received from the Department of Environmental Quality. The possibility of taking this action, however, is under consideration.

Thank you again for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

2624 S. E. Morrison
Portland, OR. 97214
January 26, 1976

Department of Transportation
State Capitol
Salem, OR.

Gentlemen:

I agree with the Channel 2 editorial of even date that more efficient use should be made of the Banfield Expressway.

After all, the improvements and maintenance of this Expressway are paid by all motorists.

Further, opening the express lanes during non-peak hours would not mitigate against the primary objective of the express lanes.

Very truly yours,

Robert L. Cole

Robert L. Cole
Lt. Col., USAF (Ret.)

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DIRECTOR of TRANSPORTATION

8259

15

February 9, 1976

Mr. and Mrs. D. K. Dweak
22366 SE Ridgeview Drive
Boring, OR 97009

Dear Mr. and Mrs. Dweak:

The Banfield High Occupancy Vehicle "HOV" Lane Project is an effort to determine the effects of preferential lanes on an existing freeway.

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of the HOV lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately. It may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

Portland, Oregon
Jan 26 1976

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State transportation
State Capital
Salem, Oregon

Gentelmen,

I hate the Banfield! The narrow lanes have placed the same amount of traffic into a more dangerous situation. The 45 mph speed limit is not observed so that cars driving 45 mph in the inside lane cause drivers to pass right.

All lanes should be opened to all traffic at all hours.

Who do you talk to? I have not heard one person who drive the Banfield say he liked the "special" lane idea.

Sincerely,
Don Dweak
Janice D. Dweak

RECEIVED
DIRECTOR of TRANSPORTATION

Mr. & Mrs. D. K. Dweak
22366 S. E. RIDGEVIEW DRIVE
BORING, OREGON 97009

8:59

February 9, 1976

Mr. Roger D. Hoff
Route 3, Box 119Y
Hillsboro, OR 97123

Dear Mr. Hoff:

55 MPH

Thank you for your letter concerning the HOV lanes on the Banfield Freeway and the 55 MPH speed limit on Oregon's highways.

10 PM
PM 10-6

The high-occupancy vehicle lanes on the Banfield is an experimental project, hopefully leading to a better utilization of this highway and a resulting saving of energy and time for the commuter, as well as a reduction in air pollution in East Portland.

The permit from the Department of Environmental Quality under which the HOV lanes operate, stipulates its present operation. At the time of its implementation, it was understood that if the HOV lanes were not successful the Banfield Freeway would revert back to its prior number of lanes. The project is under observation and any revisions which may result will be done in conjunction with and the approval of the Department of Environmental Quality, as well as the City of Portland.

In regard to the 55 MPH speed limit, this law was established by Congress in the interest of conserving energy. If the State of Oregon did not conform to the 55 MPH speed limit, our Federal highway funds would be reduced considerably. Although travel times have been increased slightly, this speed limit has resulted in a substantial reduction in the use of gasoline.

Thank you again for your comments.

bcc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George

RLS:ab

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Inv.
R.O.
D.R.
Corr.
Ass't
File
FOR
REFER TO
FEB 6 '76
RECEIVED
STATE HWY ENGR

ROGER D. HOFF
RT 3 - BOX 1194
HILLSBORO, OREGON
97123
FEB. 4, 1976

STATE TRANSPORTATION DIVISION
OREGON STATE CAPITOL
SALEM, OREGON

DEAR SIRS -

I HAVE A FEELING THAT IDEAS BASED ON MERIT ARE NOT PARTICULARLY IN VOGUE THESE DAYS, BUT HERE GOES IN SPITE OF THE RECEPTION:

(1) A 24 HOUR BAN ON NON-CARPOOL AUTOS IN THE BANFIELD RESTRICTED LANE IS RIDICULOUS! LET GOOD OLD COMMON SENSE PREVAIL ONCE IN A WHILE — ESTABLISH RESTRICTED HOURS OF 7AM-9AM & 4PM - 6PM OR THEREABOUTS & LET IT GO AT THAT.

(2) THE 55 MPH SO CALLED LIMIT IS MASOCHISTIC IN THE EXTREME - GET BACK TO AT LEAST 70 MPH ON THE FREEWAYS AND 60 MPH ON THE GOOD HIGHWAYS - THIS IS 1976 - NOT 1906 - OUR FUEL SHORTAGE IS NOT GOING TO BE HINDERED OR HELPED BY MAINTAINING THE 55 MPH FIASCO. HOW MUCH MONEY DO YOU WANT TO SQUEEZE OUT OF THE MOTORISTS BEFORE YOU'LL CONCEDE THIS POINT?

RECEIVED
FEB 6 1976
Office of
Assistant State Highway Engineer

ROGER D. HOFF
(JUST ANOTHER PEON TAXPAYER)

NOTED
R. L. SCHROEDER

8257

February 9, 1976

Mr. R. H. McMullen
7035 SE Powell Boulevard
Portland, OR 97206

Dear Mr. McMullen:

The Banfield High Occupancy Vehicle "HOV" Lane Project is an effort to determine the effects of preferential lanes on an existing freeway.

Klaboe-H

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

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Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. N. Bothman
L. E. George
R. B. Sipprell

(503) 771-7883
7035 S.E. Powell Blvd.
Portland, Oregon 97206

"We shoot high—we aim to please."

1 7/76

State Transportation
Salem, Ore.

Gentlemen: Re: Banfield Freeway

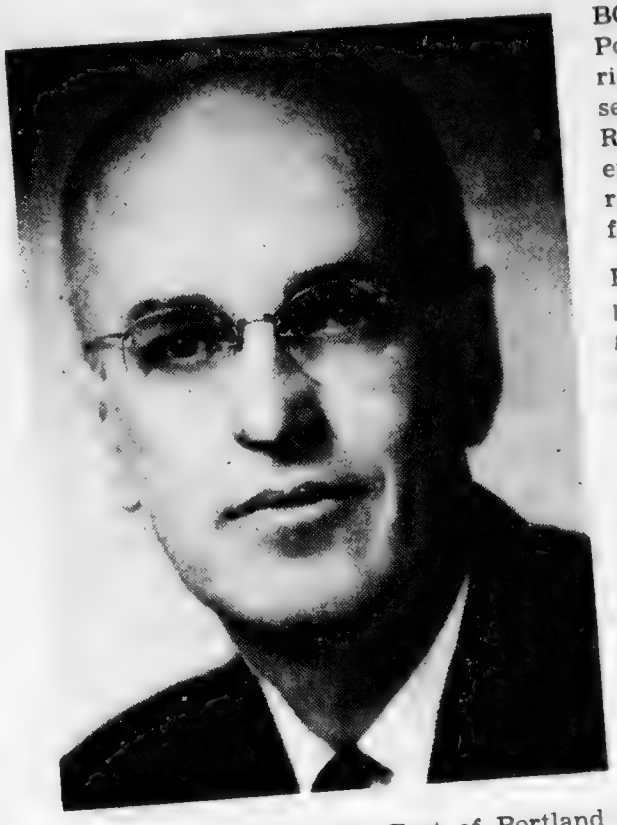
Do something, people are laughing, it isn't funny. If you delay you'll be laughed out of biz. and that's no fun. It's no fun to think your're right, you try hard - try anything - everything and it isn't working, you aren't getting it over - forget it.

I know, enclosed

Respectfully,
R. H. McMullen

ROBERT H. McMULLEN

For Representative in the Legislative Assembly
Sixth District, South City Subdistrict, Multnomah County



BOB McMULLEN, a native Portlander, 48 years old, married, hard worker and honest, seeks office in the House of Representatives and feels his experience in business as a restaurant man qualifies him for the job.

BOB McMULLEN believes in promoting, scrutinizing, investigating, consolidating, and eliminating various aspects of government.

As a legislator, BOB McMULLEN would want to become the direct contact of the people. He believes in scrutinizing and investigating public affairs. He is against bondings with ⅓ interest. He believes in limiting administrators' time in office to 2 terms or 8 years. He believes in consolidating the City of Portland and Multnomah County (eliminating wasteful overlapping), consolidating the Port of Portland and the Dock Commission, AND, before more is spent for dock repairs again, getting more shipping and making more to ship.

BOB McMULLEN believes that we need to make everything in Oregon that we use, with tax advantages to property owners, property improvement tax advantages, inventory tax advantages to all OREGON BASED businesses, incentive tax advantages to all manufacturing or creative industries, and priorities for Oregonians on Oregon jobs. He believes all City, County and State purchases and contracts should be designed to favor Oregon made products, Oregon based businesses and Oregon people.

BOB McMULLEN says: "Vote for me and I will promote. I will promote independent businesses, sawmills, gypo loggers, steamship companies, and taxpayer benefits."

(This information furnished by Republican State Central Committee;
Phillip J. Roth, Chairman, Mrs. Forrest Hedges, Secretary)

ROBERT H. McMULLEN

For Representative in the Legislative Assembly
Sixth District, South City Subdistrict, Multnomah County

Vote for BOB McMULLEN, otherwise known as GRUB STAKE BOB, a restaurant man for many years. Vote for me if my ideas and thinking coincide in any way with yours. You will always know where I stand on any issue and it won't be sitting on a fence.

LET'S START THE WAR against Bureaucracy, Socialism, Communism—Now. WIN THE WAR against bureaucracy and we'll never have socialism. If we never have socialism we'll never have communism. STRIP the bureaucrat of his power and we'll never know communism. If a bureau, department or any other group by no engineering and no more reasoning than a Flip Of A Coin (or a whim) can run a freeway OVER or UNDER Lake Oswego, convert downtown Portland into a GIANT ROLLER COASTER, without heed of Wanton Waste it is time we START THE WAR. We'll start by STRIPPING these high handed, well organized, irresponsible groups of their power by taking the money out of their reach and this will put the power back into the hands of the people (the home owner, the taxpayer).

I am a native of Portland, 48 years old, married 26 years, I have one daughter, I have lived at 7035 S. E. Powell for 23 years, I am a Methodist and a Republican.

ROBERT H. McMULLEN

(This information furnished by Robert H. McMullen)

8259

February 9, 1976

Mr. and Mrs. Robert Schneider
Route 1, Box 573
Mulino, OR 97042

Dear Mr. and Mrs. Schneider:

The Banfield High Occupancy Vehicle "HOV" Lane Project is an effort to determine the effects of preferential lanes on an existing freeway.

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of the HOV lanes by buses and carpools to relieve the congestion that now occurs during peak hours. This may not happen immediately. It may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
E. S. Hunter
H. S. Coulter
L. E. George
R. N. Bothman

RECEIVED
JAN 23 1976
OFFICE
DIRECTOR of TRANSPORTATION

State Transportation Dept
Salem Oregon
dear sirs: -

This is concerning the third lane of traffic experiment.
This is totally, absolutely, positively unfair to everyone, including the busses and people who use this lane of traffic, only.
First of all - the railroads were forced to buy land and build their private right-of-way. The logging companys bought and built their own, and their own maintainance. They pay taxes on these right of ways.
Our utilitey Companys pay for and maintain their right of ways.
These and others (Gas, telephone air ways, water travel), all pay their own way and pay for any damages etc.
Our freight trucks who feed the nation pay their way; and show many courtesies of the road. They are outlaxed penalized severely and policed beyond reason all these are good, - honorable because they are all supporting with manners and dignity.
Tri Met doesn't belong in with any

of these.
It is not self supporting. We who never use it are taxed for it.
It is an outmoded transportation, available to only the few who are to poor, to ignorant, or to lazy to furnish maintain and ~~done~~ drive their own car.
Why do you tax, ~~deprive~~ the many for a road, then deprive us the use of one third of it for some unwanted convenience, used only by the underprivileged, that can't pay its own way. At least let them take their chances as the rest of us do.

Most Sincerely.

Robert R. & Esther Schmaltz
Rt Box 573
Mulino Oregon
97042

RECEIVED
STATE HWY ENGR
JAN 28 '76
REFER TO
FOR
Info
Inves
R/D
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Sign
Act
File

Look into each of your private account, see what it cost per year to buy - maintain, repair insure, and operate your family Car. Multiply this by every Car, truck, cycle. Then - look at those pitiful half filled or empty busses, paid for by your, my, our money. This is very wrong.

8259

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FEB 5 1976

IN REPLY REFER TO:
HHP-26

Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

cy Gutkowski 2-11-76

NOTED
E. S. HUNTER

Dear Senator Packwood:

This is in response to your communication of January 16, 1976, to the Federal Highway Administration regarding Mr. George Bucholz's letter of December 16, 1975, to you concerning priority treatment on the Banfield Freeway.

The Banfield Freeway is a United States-numbered route but it is owned and operated by the State rather than the Federal Government. The action is consistent with Federal policy as we are encouraging actions such as priority treatment for high occupancy vehicles to help meet national objectives, e.g., energy conservation and pollution reduction. Recent Federal legislation including the Federal-Aid Highway Act of 1973 and the National Mass Transportation Assistance Act of 1974 offer greater local funding flexibility in meeting national, State, and local objectives. Joint Federal Highway Administration/Urban Mass Transportation Administration regulations recently issued in response to the legislation provide for metropolitan planning organizations in cooperation with the States to develop Transportation System Management Elements as part of their transportation improvement programs. The transportation system management actions include strategies to ensure efficient use of road space such as preferential treatment for transit and other high occupancy vehicles; actions to reduce vehicle use in congested areas; and actions to improve transit services and management.

We believe these types of improvements can be accomplished without jeopardizing safety and we have studies underway to analyze the operation of projects which have been implemented. Further, the improvements are not to serve special interests but to help provide for an improved quality of life for all persons.

RECEIVED STATE HWY ENGR FEB 11 '76 REFER TO FOR
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R/D
D/R
Sign
Act
File

Sincerely yours,

original signed by William L. Mertz
William L. Mertz
Associate Administrator for Planning

Enclosure:
Transmitted Correspondence

cc:
RFHWA L. E. Lybecker, Portland, Oregon 10-00
Div. Adm. G. L. Green, Salem, Oregon 10-41 (2)

Senator Packwood
U.S Senate
Washington D.C. 20510

Bonfield Freeway.

12/16/75

Dear Senator

The Bonfield Freeway is a U.S. Federal highway. I protest its use as now set up for special groups like Tri Met - 3 or more passengers. I protest the city, county & State & private companies untied access to this highway.

I pay Federal taxes for use of this Federal highway, and it has now been turned (I believe) into a very dangerous road that is going to kill people. All for the benefit of special interests.

What are you going to do about it?

55413

George Bucholz

8057

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1436
(210)

February 5, 1976
Portland, OR 97213

FROM: VERN BUTZER
Project Information Officer

SUBJECT: Banfield HOV Lanes
Technical Advisory Comm.
Meeting of January 15, 1976

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

There were no corrections to the memo of the December 18 meeting.

Resident Engineer, Jerry Street reported on construction progress. The 57th Avenue ramp reconstruction should be completed next week. 82nd Avenue and 33rd Avenue westbound ramps are being studied for reconstruction or improvement. Median rail painting is yet to be done. Low spot pavement patching is scheduled from 33rd Avenue westerly to Holladay Street. The eastbound lanes will be difficult to patch for drainage due to the flat grade and it may be necessary to groove pavement at inlets to provide for better runoff.

The impact attenuator at 42nd Avenue will be moved about one foot toward the off ramp to provide more clearance for the freeway curb lane.

The lane drop at 44th Avenue is being studied to improve advance warning. About 200-300 feet of lane markings will be removed to shift traffic sooner and signing will be extended westerly.

Jim Wilfers of Pacific Northwest Bell reported that the emergency telephones were operational on the 14th at 39th , 73rd and 68th bays. The 49th and 60th Avenue telephones should be operational the 15th and the remaining telephones by Monday or Tuesday of next week.

The glare screen for the median barrier is scheduled for February letting and will take 5 to 9 months to complete due to material supply. Twenty four inch paddles will be specified except at the curve easterly of 28th Avenue where sight distance would be impaired. Here the paddles will be 14 inch. This may cause some opposing headlight spillover.

The emergency parking bay west of 33rd Avenue is to be deleted. A failure of the metal crib footing required removal. Correction would require a concrete retaining wall estimate to cost about $50,000. The bays at 28th and 33rd avenues are expected to be sufficient for emergency turnouts.

An OSHD traffic data report showing vehicle and passenger counts, travel speeds and ramp counts was handed out and discussed. Tri-Met reported on the Banfield Flyer bus ridership and projected ridership goals for

cc KLOBOE

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STATE HWY ENGR
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a six month period. It was suggested by the TAC that all future data be compiled breaking peak hour counts out for comparison purposes.

The OSHD graph of statistics, (which was duplicated at small scale and mailed to the TAC), was discussed. The TAC was asked if any changes were desired in the compilations or statistics shown on the graph. Changes were suggested as follows:

1. Accident statistics should also be shown by rate, (accidents per vehicle miles).

2. The vehicle occupancy should be shown for peak hours only, and also should include average occupancy.

3. The HOVL occupancy graph should include all lanes rather than just HOVL.

4. Statistics should be added showing persons per lane during peak hours.

5. A graph showing adjacent arterial street volumes should be added.

Project goals were discussed. It was finally decided that a goal of 2,000 persons per peak hour in the HOVL should be obtained. This would include buses and carpool riders. Length of time to meet the goal was tentatively set at 12 months, although 18 months received considerable support. No consensus was received on average speed as a goal.

Alternatives to the present restriction on HOVL usage was discussed. Should there be peak hour restrictions only? DEQ could not support this without an analysis of effects. Would this cause an increase of volumes attracted to the corridor? What would be air quality effect?

OSP is agreeable and recommends peak hour restriction of the HOV lane with off peak opening to all vehicles. This is anticipated as aiding in enforcement and also will provide faster response times to emergency calls.

Tri-Met is opposed to opening of the HOV lane to off peak traffic due to increased bus travel times by more vehicles in the lane. Additional bus usage of the lane is proposed by Tri-Met and increasing private vehicles would reduce bus use incentive as well as increase travel time.

Public pressure for removal of the present restrictions is great. Not enough time has elapsed to evaluate success of the HOVL in attracting increased bus and carpool usage. Accident statistics will require more analysis after the construction work is completed and the contractor

is off the project.

The next meeting was set for February 19, 1976. Adjourned at 4:30 p.m.

jlg

MEETING REMINDER

Banfield HOV Lanes Technical Advisory Committee

February 19, 1976--2:00 p.m.

Metropolitan Highway Division Office

Attached is the memo covering the January 15 meeting and updated graph sheets of statistics with requested additions from the last meeting.

Items for discussion on February 19:

1. Public response to project
2. 45 m.p.h. speed limit
3. Consideration of peak hour operation for HOV Lanes
4. Statistics discussion

jlg

Banfield Rail TAC Meeting
Jan. 15, 1976

Max Klotz	OSHD
Vern Butzer	"
Dave Pooli	ODOT - Mass Transit Div.
Carl Simons	DEQ
Jeff Baker	OSHD
Jerry C Street	OSHD
Bill McGuire	OSHD
Dennis Peterson	"
Bob Bothman	OSHD
K.D. Limbocker	OSHD
J.	Tri-Met
Max J. Klotz	OSHD
Tom Sears.	Kiwanis.
Jim Phillips	CSP
L W Brockway	OSP
Jack Wyatt	Tri-Met
Lee Williams	Tri-Met
[illegible]	PNR
Bebe Rucker	Mult Co.
Laurel Weatherth	City

B A N F I E L D F R E E W A Y

Traffic Study (Graphs)

1. Peak Hour Average Speed.
   Shows "EB" & "WB" average speeds from 3-day monthly counts.

2. Traffic Volume (ADT) (Banfield Freeway)
   Shows average weekday traffic from traffic counter at 21st Ave.

3. Peak Hour Average Speed (Westbound by Lanes)
   Computed from monthly 3-day counts.

Date	H.O.V.L.	Center	Right
10/75		36.7	28.0
11/75		32.8	30.9
12/75	45.7	38.7	40.9
1/76	48.0	43.4	43.7

4. Peak Hour Average Speed (Eastbound by Lanes)
   Computed from monthly 3-day counts.

Date	H.O.V.L.	Center	Right
11/75		17.8	19.0
12/75	44.8	38.0	43.2
1/76	45.0	30.4	31.8

5. Peak Hour Vehicle Occupancy (1, 2, & 3 or more occupants)
   Computed from 4/75 to 10/75 from 1-day per month counts and from 11/75 on from 3-day per month counts.

6. Peak Hour Vehicle Occupancy (Occupants per Vehicle)
   Percentage computed from 4/75 to 10/75 from 1-day per month counts and from 11/75 on from 3-day per month counts.

7. Peak Hour Vehicle Occupancy (Occupants per Lane)
   Data will be available 2/19/76 at CAC Meeting.

8. Peak Hour Vehicle Occupancy (Vehicles per Lane)
   Monthly 3-day Counts.

	Westbound			Eastbound		
Date:	HOVL	Center	Right	HOVL	Center	Right
11/75		1892	1643		1685	1611
12/75	196	1830	1471	257	1800	1433
1/76	239	1848	1403	277	1892	1215

9.-12. Peak Hour Traffic Volume (Arterial Streets) (Broadway is one-way "WB")
Computed from monthly 5-day counts. Graph shows "WB" & "EB" Average.

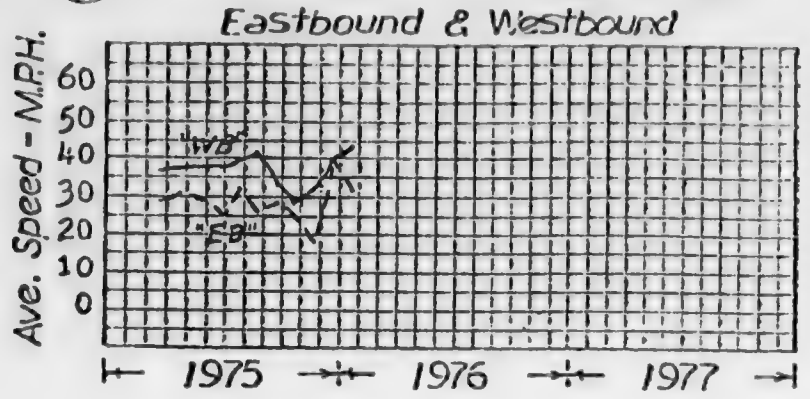
Date:	Sandy @ 20th		Sandy @ 41st		Burnside @ 21st		Broadway @ 21st
	"WB"	"EB"	"WB"	"EB"	"WB"	"EB"	"WB"
9/75		1186	1028	1085		1174	1286
11/75	1122	1209	965	1303	1193	1216	1358
12/75	1182		1060	1296		1147	
1/76	962	1152	1039	1168		1088	1402

13. Accident Statistics (Accidents / 1,000,000 Vehicle Miles.)

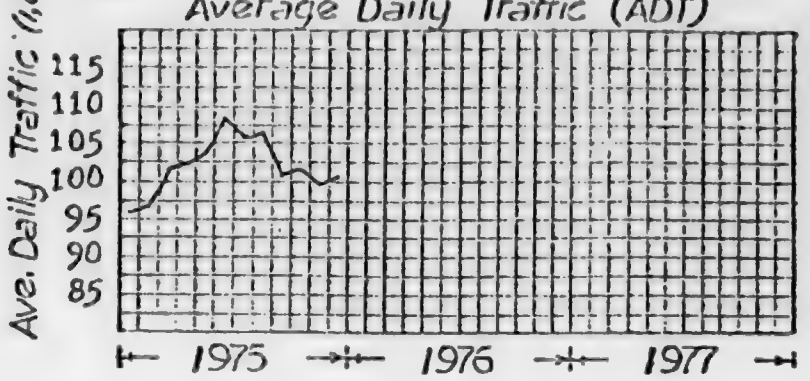
14. Bus Ridership (Banfield Flyers)
    Figures received from Tri-Met. Graph shows average of "WB" & "EB" riders.
    December Ave. was 100. (119 high,85 low) January Ave. 154(169 high,138 low)

BANFIELD FREEWAY
TRAFFIC STUDY

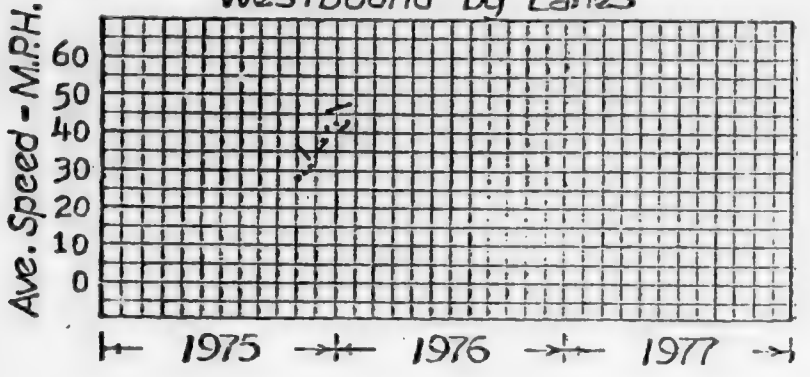
(1) PEAK HOUR AVERAGE SPEED
Eastbound & Westbound



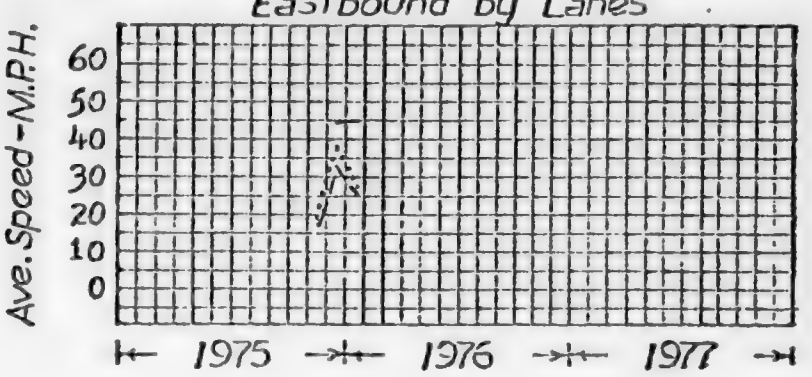
(2) TRAFFIC VOLUME
Average Daily Traffic (ADT)



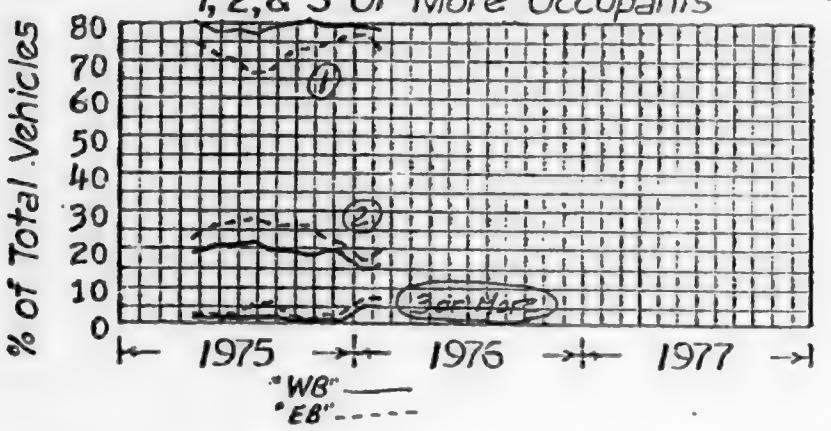
(3) PEAK HOUR AVERAGE SPEED
Westbound by Lanes



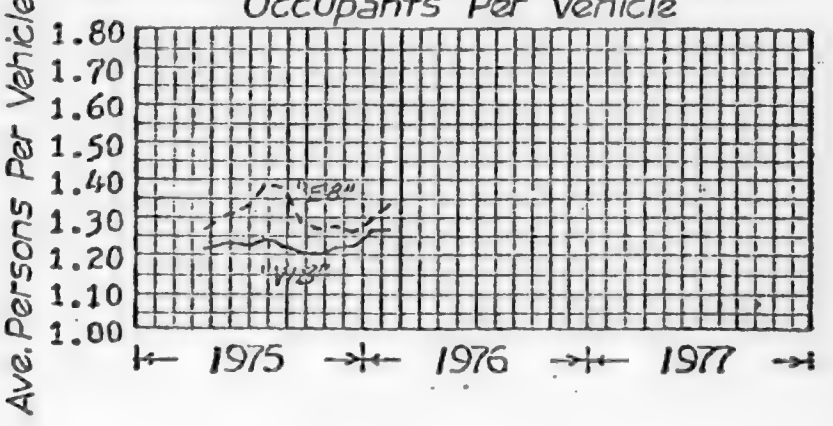
(4) PEAK HOUR AVERAGE SPEED
Eastbound by Lanes



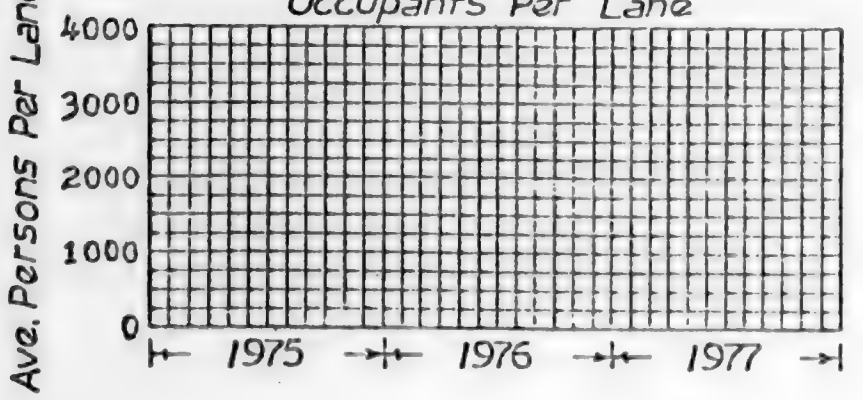
(5) PEAK HOUR VEHICLE OCCUPANCY
1, 2, & 3 Or More Occupants



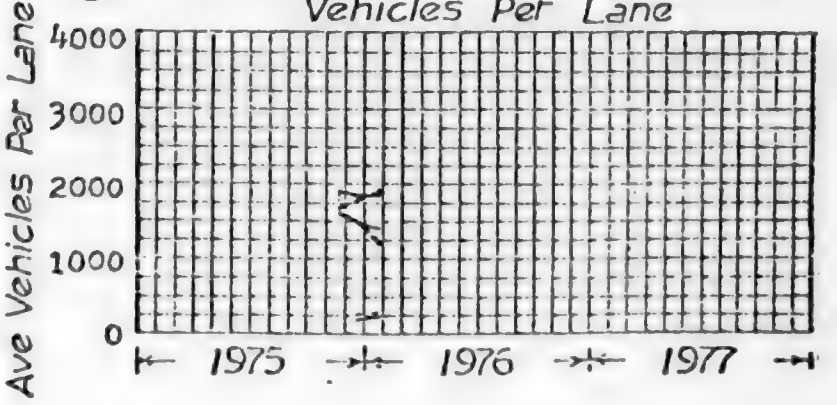
(6) PEAK HOUR VEHICLE OCCUPANCY
Occupants Per Vehicle



(7) PEAK HOUR VEHICLE OCCUPANCY
Occupants Per Lane

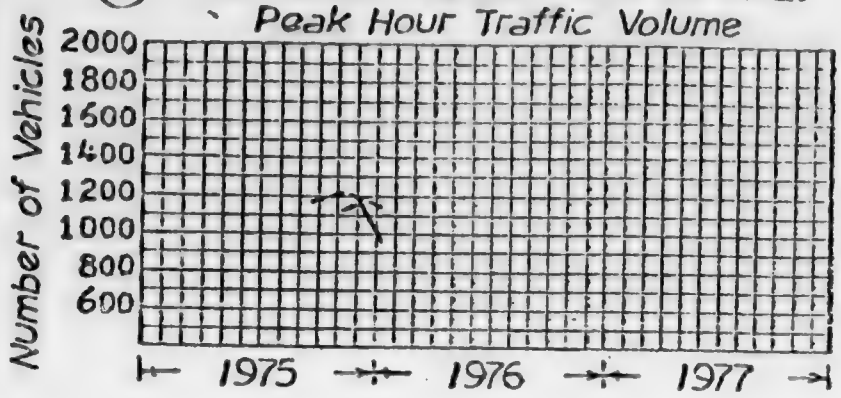


(8) PEAK HOUR VEHICLE OCCUPANCY
Vehicles Per Lane

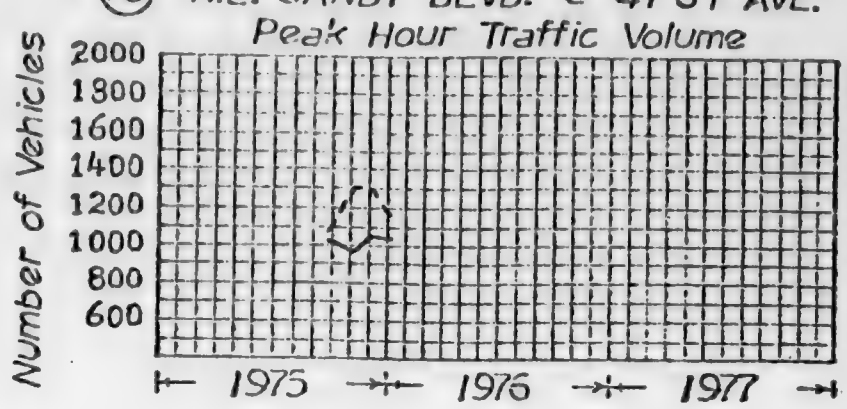


BANFIELD FREEWAY
TRAFFIC STUDY

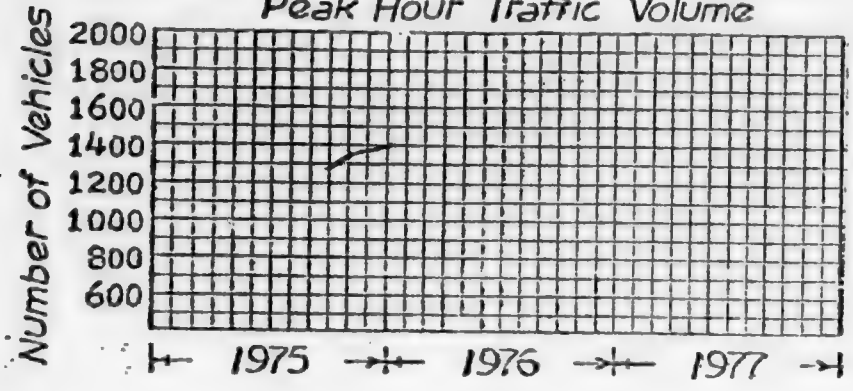
(9) N.E. SANDY BLVD. @ 20 TH AVE.
Peak Hour Traffic Volume



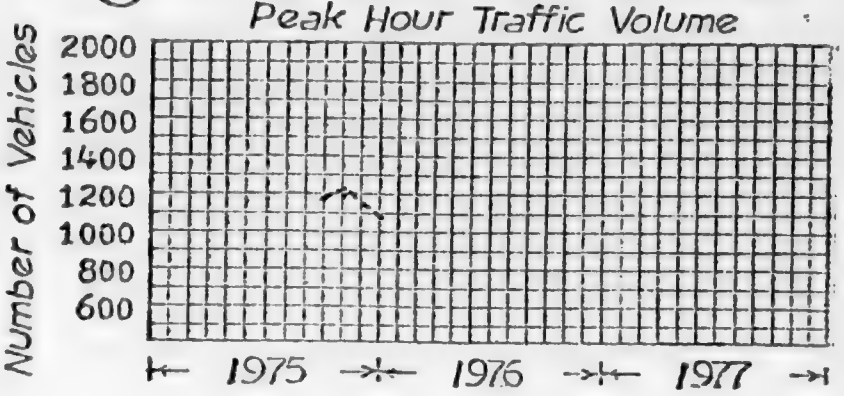
(10) N.E. SANDY BLVD. @ 41 ST AVE.
Peak Hour Traffic Volume



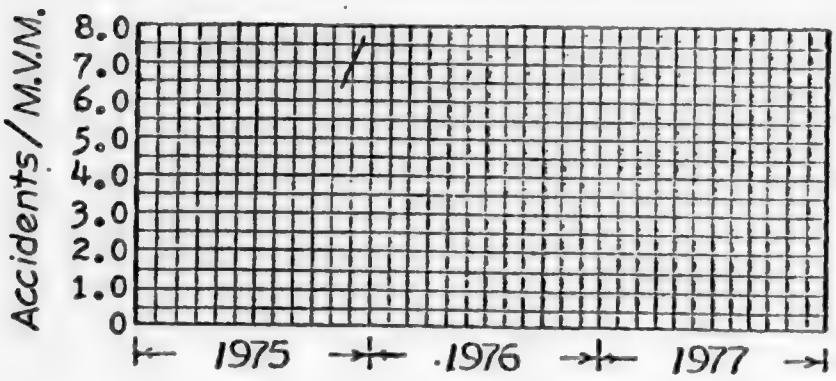
(11) N.E. BROADWAY ST. @ 21 ST AVE.
Peak Hour Traffic Volume



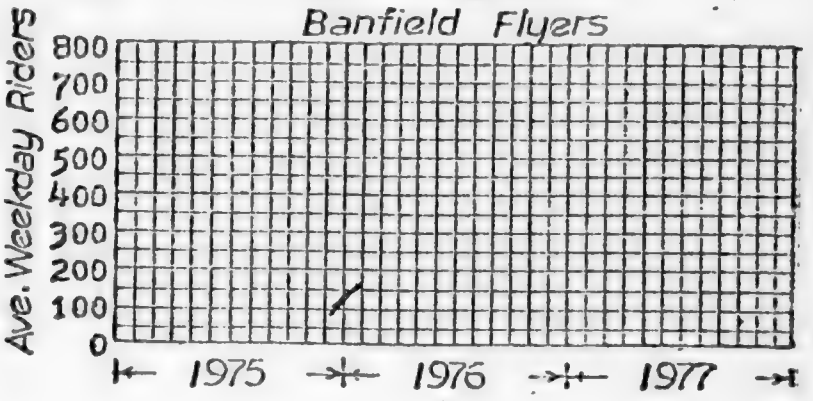
(12) E. BURNSIDE ST. @ 21 ST AVE.
Peak Hour Traffic Volume

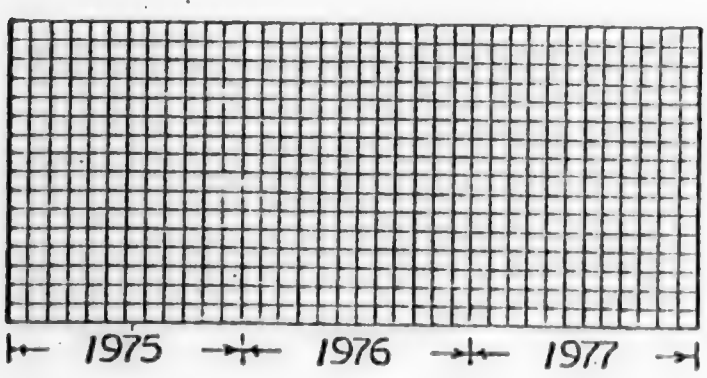


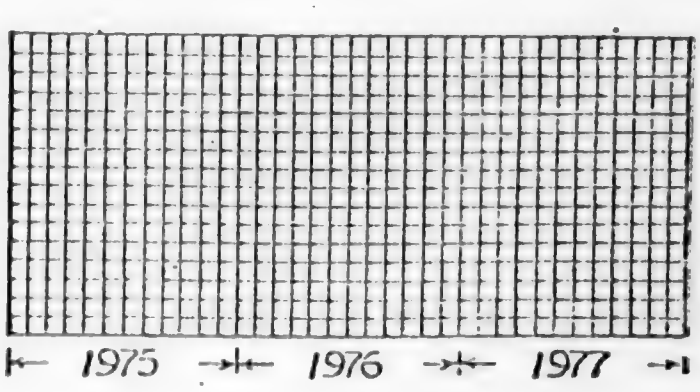
(13) ACCIDENT STATISTICS



(14) BUS RIDERSHIP
Banfield Flyers







8259

1

February 5, 1976

Mr. Carl Kittelson, A.A.S.
3623 NE Sixth Court
Portland, OR 97030

Dear Mr. Kittelson:

The Banfield High Occupancy Vehicle "HOV" Lane Project is an effort to determine the effects of preferential lanes on an existing freeway.

567-H

The Banfield was selected for this project because it required major repair work. The pavement surface was badly rutted and the median barrier needed to be replaced. In addition, this section of freeway was designed to carry 60,000 vehicles per day and it is now carrying 100,000, which is 40,000 over its designed capacity. This results in erratic traffic flow and the diversion of commuter traffic to adjacent arterial streets that are now near their capacities.

Ideally, the effect of the HOV lanes will be positive. There will be enough use of the HOV lane by buses and carpools to free the congestion that now occurs during peak hours. This may not happen immediately. It may take some time before the bus and carpool ridership is high enough to make a significant improvement.

Your support in helping to make this a successful project is needed. Only through close cooperation between everyone involved can an equitable solution to our growing transportation problem in the Portland area be found.

In regard to the utilization of the third lane to all vehicles during off-peak hours, such operation would be in conflict with the construction permit the Highway Division received from the Department of Environmental Quality. The possibility of taking such action, however, is under consideration.

Concerning your request for increasing the speed from 45 MPH to 55 MPH, the Highway Division at this time feels that such action would be ill-advised. Extensive studies were conducted prior to the opening of the HOV lanes and it was determined that 55 MPH would be an unsafe speed due to the limited lane widths. If the HOV lanes are discontinued, a reinvestigation of the speed zone will be made and a suitable speed established.

Thank you for your comments.

Very truly yours,

ORIGINAL SIGNED
R.L SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
R. N. Bothman
L. E. George

Info	
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File	JAN 30 76

1/26/76

RECEIVED
FEB 3 1976
Office of
Assistant State Highway Engineer

To: The State Dept.
of Transportation,

E&H

I agree with Roy Coopers Editorial of Jan 26 at 6:30pm on Portland T.V. STATION #2, He feels the Banfield freeway H.O.V. lanes should be used for Carpools and Buses during rush hours only.

I also feel that the speed limit of 45 m.p.h. should be raised to 55 m.p.h. during none rush hours. I know of several cities in the Country that have two different speed limits.

(OVER)

Also being I've lived most of my life out of this state I noticed the irrational way most of the drivers under 25 years old drive like. I wish this state would raise the traffic fines about 250% and infoce the laws that the state has set. Maybe then our insurance rates will drope and we can lower the death toll a little more. Thank you very much for your efforts to improve Ted Banfield.

sincerely Carl A Kittelson

8-57

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

February 5, 1976

Mr. Warner Mothershead
Tropical Fish Emporium
3100 S.W. Cedar Hills Blvd.
Beaverton, OR 97005

Dear Mr. Mothershead:

The purpose of the preferential lane on the Banfield Freeway is to encourage commuters to use a more efficient means of travel, such as carpools and buses.

The current occupancy rate of automobiles on the Banfield is 1.2 persons per car--an inefficient way to move people. When ridership increases on buses and more carpools are formed, the use of gasoline and congestion will be reduced on such freeways as the Banfield. The people-carrying capacity of the freeway will increase enormously.

As people change to the use of carpools and buses, the remaining auto lanes will provide a smoother flow of traffic for those who are unable to ride a bus or use a carpool.

Evidence of this can be found in the first month's evaluation of the Banfield project, where the average speed in the evening three-hour peak period has increased from 29 to 40 miles per hour and during the morning peak period the average speed has increased from 38 to 40 miles per hour. The effect of the project has been to substantially improve the flow of traffic and decrease the waste of fuel on the freeway.

Sincerely,

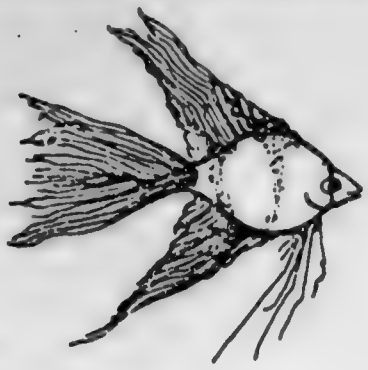
Governor

RWS:by

bcc Department of Transportation
F. B. Klaboe - Ext. 6516

FEB 6 '76
REFER TO

COPY



TROPICAL FISH EMPORIUM

4100 S.W. Cedar Hills Blvd.
Beaverton, Ore. 97005

WARNER MOTHERSHEAD

503/644-2881

Info
Info
R&D
D&R
Spec Ed
Act
File

FOR
REFER TO
JAN 26 '76
RECEIVED
ATTORNEY GEN'L

1/20/76

004435

Please prepare draft reply
for Governor's signature
by 2-4
Thank you.

Dear Governor Straub

I find it difficult to understand how the left lane (for restricted vehicals), on the Banfield Freeway can save gas when it is empty, and the other two lanes are bumper to bumper, idling & thus wasting fuel. To me this makes no sense at all.

Also I believe I am paying taxes for the use of all lanes, & this upsets me

ESH
Trans DOT
2-2

Thank You

Warner Mothershead

#8259

February 4, 1976

Correspondence with Lea Jenny, Administrative Assistant,
Interim Committee on Intergovernmental Affairs.

SEE: PLA 8

#57257

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1436

Portland, ORegon 97213

February 4, 1976

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Banfield High Occupancy Vehicle Lane Demonstration Project
Night Patrol

TO: MEMO TO THE FILE

Every night since the HOV lanes were opened on the Banfield Freeway on December 14 we have had a Highway Division pick-up with two employees patrolling the freeway between Union Avenue and 82nd, between the hours of 10 p.m. and 6 a.m.

This patrol was implemented because we did not know if problems would be created on the freeway at night due to the lack of shoulders for emergency parking.

Our patrol pick-up was equipped with twin roto-beams, flares and a first aid kit. The men operating the patrol were told to advise the state police, who were monitoring our highway radio channel, if any problems occurred, such as stalled vehicles or wrecks. They were to provide advance warning in the way of setting up flares and through the use of their roto-beams so that other vehicles driving down the freeway at night would not run into the stalled or wrecked vehicles.

This patrol was implemented on a trial basis. It was staffed with personnel from our Right-of-Way maintenance crew. The men on patrol kept a log of everything that happened on the freeway each night. The thinking was to review the operations of the patrol after a certain length of time to determine whether or not it was necessary to implement it on a permanent basis.

After 45 nights of operation I find that there is little to justify continuing this patrol. R. N. Bothman; Robert Rottweiler; Lt. John Phillips, OSP; and the Banfield Technical Advisory Committee have been contacted concerning this matter. They all concur that the cost is not justified. I have therefore told Russ Hunter, foreman of the Right-of-Way maintenance crew, to make the night of January 30 the last night of the patrol. State police will continue to cover this area through their regular patrol.

mb

cc: TAC committee
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
E. L. Hardt
Robert Rottweiler
Ernie Valach
Russ Hunter

RECEIVED
STATE HWY ENGR
FEB 5 '76
REFER TO
FOR

8259

1b

February 4, 1976

Ms. Shirley Haworth
14231 NE Sacramento Street
Portland, OR 97230

562-H

Dear Ms. Haworth:

Thank you for your letter concerning the HOV lanes project on the Banfield Freeway.

Mr. Bothman's letter correctly outlined the status of the project--we will continue to monitor and evaluate its operation. However, we feel it is premature to give up on what may be a feasible solution to some of the traffic problems of East Portland.

Again, thank you for your comments.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
R. N. Bothman

RLS:ab dpy

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
Schroeder
FOR
Info | Invest | R/D | C/R | Sign | Act | File

January 29, 1976

State Transportation Commission
State Capitol
Salem, Oregon

Gentlemen:

I am writing to you in response to the KATU editorial regarding the Banfield Freeway.

Enclosed is a copy of my letter sent to R. N. Bothman, Metropolitan Engineer, State of Oregon Highway Division, and to Steve McCarthy, Assistant General Manager, Tri-Met, and a copy of Mr. Bothman's response to me.

As you will note in my letter, I am not at all happy with the arrangement which now exists on the Banfield Freeway. Since writing my letter on January 5, 1976, and having been informed through the newspaper and television reporting that I am averaging speeds of approximately 42 miles per hour - and I have indeed been traveling at 2 miles per hour and at times been completely stopped - I have become more frustrated and at times just plain mad. Other users of the freeway apparently feel the same way and more and more one and two passenger automobiles are driving in the carpool lane. I don't blame them.

The additional lane was definitely needed but we all should be using it. Tuesday morning this week 11 vehicles used that lane on my way into work - one bus, two "legal" cars and 8 one passenger cars. It is ridiculous to have that lane completely empty and the other two lanes at times "crawling" or at a complete stop. Our tax money is being wasted by the Highway Commission if they choose to continue to spend our dollars in this manner.

I certainly hope something will happen very soon to get maximum usage of the Banfield.

Sincerely,

Shirley Haworth

Shirley Haworth
14231 N. E. Sacramento Street
Portland, Oregon 97230

RECEIVED
JAN 30 1976
Office of
Assistant State Highway Engineer

Enclosures

OREGON STATE HIGHWAY DIVISION

January 9, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

SHIRLEY HAWORTH
14231 Northeast Sacramento Street
Portland, OR 97230

Thank you for taking the time to give me your opinion on the Banfield Freeway high-occupancy vehicle lane project.

The Oregon State Highway Division was faced with several factors leading to the decision to proceed with the demonstration project initiated December 15, on the Banfield Freeway.

Attempts to provide an additional freeway into Southeast Portland were disapproved by the local governments. The local jurisdictions did not want additional freeways in the metropolitan Portland area.

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The people of this region have indicated, through the Clean Air Implementation Plan, the quality for air and noise desirable. Freeways, such as the Banfield, are now exceeding all standards, precluding any construction that would provide additional pollution of air or noise by adding capacity for additional vehicles.

The Highway Division is facing a 6 per cent increase in vehicular travel on freeways in the metropolitan Portland area. The high-occupancy vehicle lane project in the Banfield Freeway was an answer to provide the incentive to carpool or bus, thereby removing traffic from the regular travel lanes.

This is a demonstration project and is constantly being monitored. We are considering many recommendations for either modifying or, as you have suggested, reverting to the original configuration. All suggestions are being evaluated. We feel the operation should be continued for a reasonable period to evaluate this potential method of increasing capacity on freeways without increasing the number of vehicles.

The concrete divider is shiny because the application of opaque paint has not yet been applied, due to winter weather. We have tried to minimize it by placing reflective buttons on the side of the rail, and by painting a yellow stripe at the foot of the rail, similar to what you suggested. Neither has proved satisfactory, and a project is now underway to place a glare screen on top of the divider, similar to the one placed on I-5 south of the Marquam Bridge.

The 45 m.p.h. speed limit has been in effect during the period of construction because of the presence of the contractor's men and equipment there. That speed will be evaluated and a final speed established, based upon the criteria used to set all speed zones in the state of Oregon.

The first evaluation of the high-occupancy vehicle lanes was made during the two weeks of operation surrounded by the Christmas and New Year holiday season. It provides an indication of average speeds determined by monitoring the freeway between the Union Avenue and 82nd Avenue structures. During November the average speed in the evening peak hour was 18 m.p.h., the last two weeks in December it was 41 m.p.h. During November the average speed in the morning peak hour was 32 m.p.h., the last two weeks in December it was 40 m.p.h. The morning peak hour is 7 to 8 a.m., and the evening peak hour is 4:30 to 5:30 p.m. It provides a substantial indication of the increased speeds accomplished by diverting a small percentage of traffic into the HOV lane.

note:
Traffic was lighter - so was our parking garage less used - many people vacation during those final two weeks!!
Shirley Haworth

During the last week of December, the bus ridership during the same peak hour in the evening was 570 riders in 22 buses--the bus ridership in the morning peak hour was 420 riders in 17 buses.

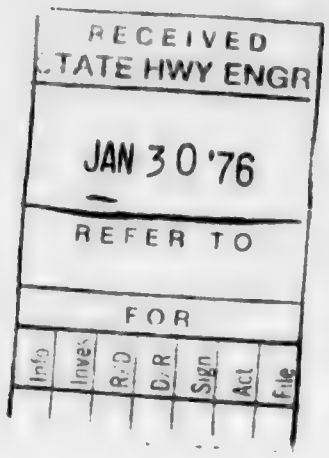
Again, thank you for your comments, they will be referred to both the project engineer on the job and to the advisory committee monitoring the project.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Stephen McCarthy
F. B. Klaboe

January 5, 1976



Mr. R. N. Bothman
Metropolitan Engineer
State of Oregon Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

I'm writing to "express myself" on the Banfield Freeway.

I have been using the freeway daily, including Saturday and Sunday almost weekly, since its inception which, even at that time, was not really to be considered a freeway. It has always been inadequate as far as "moving" the traffic. Now, however, it is not only not a freeway, it is not even a good, effective highway.

I am completely in disagreement over the new arrangement and would like to state my reasons:

1. The safety factor, whatever it was before, is not very good. The emergency turnouts are too far apart, the center cement divider is extremely shiney, especially in night driving, much worse when wet, reflections are horrible and I feel there should be a white line painted at the base of the divider where it meets the roadway. The narrowing of the lanes is not really all that bad but not really all that good either.

2. Even though there is the lessening to some degree in hazard situations, the 45 mile an hour speed limit is absolutely ridiculous. In certain driving conditions 45 miles per hour, I realize, will never be attained due to the high traffic usage, however, with common sense driving and in the lesser usage hours of the day and night, 45 miles per hour is unrealistic and frustrating.

3. Finally, I think, my biggest complaint is the new bus and three person carpool lane. As I've said before, I use the freeway seven days a week, including the morning and evening "five day week rush hour". Since December 15, 1975 I haven't seen more than one or two cars each morning and evening using the extra lane nor have I seen more than 2 buses in that lane "ever". Last week one evening, however, going home from work, there were many cars using the bus and carpool lane out of complete frustration, I'm sure. "Our" two lanes were moving along very slowly as we were bumper-to-bumper and no one, "absolutely no one" was using the carpool lane, so - - - -, others at that point decided to use it. Had I used it I'm sure the State

Police would have "caught" me so I stayed in my lane, however, it was very hard to do.

That freeway did indeed need another lane, and it has been as well done as possible with what there was to work with, however, we all need that extra lane not just those for whom it was designed since there is not that heavy kind of usage. I know the ideal situation is to have a carpool, or ride the bus, however, a great many of us are not able to work out this kind of situation and believe me, financially, if for no other reason if some of us could, carpooling it would be nice but there are lots of reasons why most of us aren't able to work this out. If the gasoline scare didn't push more of us into carpooling or busing, and the price of gasoline being what it is at the moment, an extra lane on the freeway certainly isn't going to encourage busing and/or carpooling.

If there is going to be a public hearing in the near future, or ever, I would certainly be interested in being aware of it as I would very much like to be in attendance.

These are my thoughts which I felt I had to finally voice. I certainly hope this is not a permanent situation and that the Banfield express lane will be reconsidered. Thank you for taking the time to read my letter.

Sincerely,

Shirley Haworth
14231 N. E. Sacramento Street
Portland, Oregon 97230

cc: Steve McCarthy
Assistant General Manager
Tri-Met
520 S. W. Yamhill Street
Portland, Oregon 97204

OREGON STATE HIGHWAY DIVISION

February 3, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

SADA TARSHIS
ANITA BAIRD
CONNIE PILKER
c/o FMC Corporation
Marine and Rail Equipment Division
4700 Northwest Front Avenue
Portland, OR 97208

NOTED
E. S. HUNTER

I am responding to your letter directed to Mayor Goldschmidt concerning the Banfield Freeway high-occupancy vehicle lane project.

As you are aware, the 57th Street ramp to the Banfield has been revised. The stop sign was temporary until the acceleration lane construction could be completed.

I use that ramp every day, morning and evening, and have observed that the new ramp is operating well, and is an improvement to the situation before the HOV lane project.

The purpose of the preferential lanes on the Banfield is to encourage commuters to use a more efficient means of travel such as carpools and buses. The current occupancy rate of autos on that freeway is 1.2 persons a car; an inefficient way to move people. When ridership increases on buses, and more carpools are formed, the congestion on the Banfield will be reduced for all travelers, and the ability of the freeway to carry people will be greatly increased.

When people are encouraged to use carpools and buses, the remaining auto lanes will be free of congestion and will provide a smooth flow of traffic for those who are unable to carpool or ride a bus.

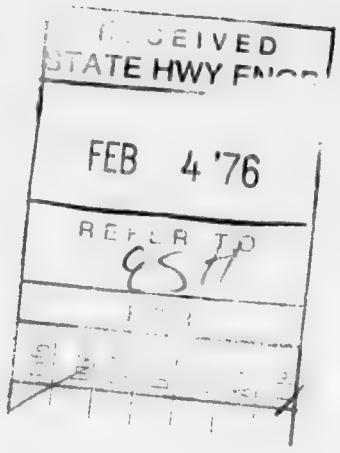
Evidence of the improvement can be found in the first month's evaluation, where the average speed in the evening three-hour peak has increased from 29 to 40 m.p.h., and the average speed in the morning peak-hour has increased from 38 to 40 m.p.h. The effect of the project, therefore, has been to substantially improve the flow of traffic. The percentage of three-or-more-occupant vehicles on the freeway has increased from 3 to 5 per cent of the total traffic; a substantial increase in only one-month's operation.

I am asking your support to improve the flow of traffic and the movement of people on the Banfield Freeway with this attempt to increase bus ridership and carpooling.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
Neil Goldschmidt



THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

PE PR1 PR2 DE
C.S.H.D. - METRO
JAN 27 1976
FILE T/A

January 20, 1976

26-1436
TD

Sada Tarshis
Anita Baird
Connie Pilker
c/o FMC Corporation
Marine and Rail Equipment Division
4700 N. W. Front Avenue
Portland, OR 97208

Dear Sada, Anita, and Connie:

Thank you very much for your letter on the Banfield HOV lane. I know that the State Highway Division is currently reviewing the operation of the HOV lane and is considering adjustments that may be made to improve the operating conditions.

I am forwarding a copy of your letter to Mr. Robert Bothman, the Metropolitan Engineer for the Oregon State Highway Division. I think it would be worthwhile for him to see it as well as to have the opportunity to explain the purpose of implementing the HOV lane in the first place.

Thank you again for taking the time to write. I appreciate hearing from you.

Sincerely,

Neil Goldschmidt

NG:awc

cc: Robert Bothman

FMC Corporation

Marine and Rail Equipment Divis
4700 Northwest Front Avenue
Box 3616
Portland Oregon 97208
(503) 228 9281 Telex 36 0672

RECEIVED
JAN 12 1976
MAYOR'S OFFICE

FMC

January 8, 1975

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
1220 S. W. Fifth
Portland, Oregon

Dear Mayor Goldschmidt:

We are sure that from the comments we have heard and read, you will receive many of this type of letter.

There are three people in our carpool who travel the Banfield Freeway every morning, and the new arrangement -- or, more properly, derangement -- which has been forced upon the commuters leaves much to be desired.

We take the 57th and Glisan approach to the freeway, Westbound, and on many occasions, at approximately 7:35 in the morning, have been delayed at the new stop sign for as much as five minutes because there is no way to enter the traffic until some kind soul is willing to "give", or until the traffic clears, which, at that time of the morning, is not very likely for quite an interval of time.

On more occasions than we can recall, when we finally can get into the express lane, we have found that our car is the only one in that lane for as far as we can see, both forward and backward, and the other lanes are bogged down with traffic.

By now, I am sure you are aware that this is a "bad scene" and we would like to go on record that we hope something will be done to remedy this intolerable situation soon, as this makes us about ten minutes late for work every morning, which is not appreciated by our firm.

Very truly yours,

Sada Tarshis

Anita Baird

Connie Pilker

8259

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

BANFIELD FREEWAY HIGH-OCCUPANCY VEHICLE LANES

JANUARY 1976

ROBERT N. BOTHMAN
ASSISTANT STATE HIGHWAY ENGINEER

Introduction

On December 15, 1975, the Oregon State Highway Division opened high-occupancy vehicle (HOV) lanes on the Banfield Freeway in metropolitan Portland. The opening commenced an experimental effort designed to use preferential lanes to increase vehicle occupancy and reduce congestion.

The project was initiated in January 1975, when the Oregon State Highway Division proposed the project to the city and regional transit agency to solve the severe congestion problems occurring on the Banfield Freeway. The facility had experienced a growth in average daily traffic volumes from 26,000 in 1958, to 100,000 in 1974 (Figure 1). The Banfield was designed to carry 60,000 ADT. The growth rate had stabilized, indicating that the facility was unable to accept further increase in traffic volume. Adjacent, parallel arterials were operating within 100 to 200 vehicles of capacity, and not able to absorb additional traffic diverted from the freeway. It became clearly evident that the accommodation of projected growth needs was conditional to added east/west transportation capacity.

Objectives

A three-fold desire to: (1) increase capacity without resorting to additional paved surface, (2) improve the air quality, and (3) obtain quick improvement, resulted in the proposal to implement high-occupancy vehicle (HOV) lanes as a carpool and bus-use incentive.

The purpose of the project is to relieve traffic congestion in the Banfield corridor, and develop a facility that provides for a flexibility in operation that will aid in the development of a suitable long-term solution.

The general objectives are to: (1) test the feasibility of using exclusive bus and HOV lanes on an established freeway, and (2) lay the foundation for continuing transportation innovation in the Portland metropolitan area.

The specific objectives are to:

1. Assist in implementing the State of Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy, by increasing the person per vehicle ratio on the Banfield;
2. Provide for carpooling and bus-use incentives in the corridor through use of HOV lanes:
3. Reduce traffic congestion on the Banfield Freeway and adjacent arterial streets;
4. Provide a safe transportation facility by improving the roadway surface;
5. Provide a time and fuel savings to the traveler; and
6. Provide an interim, low-cost improvement to the Banfield as an expedient, until such time as a major revision can be accomplished.

Project Setting

The Banfield corridor is situated in the northeast quadrant of metropolitan Portland, and passes through some of the most densely developed residential, commercial, and industrial areas of this sector. Additionally, the East Multnomah County area served by the freeway is one of the faster growing residential sections in Portland, with a projected population increase in excess of 100 per cent by 1990. It is the only east/west freeway from the Portland central business district, and serves as the primary commuter arterial to and from the central business district and the industrial complex to the north.

The freeway is constructed in a natural drainage depression, known as Sullivan's Gulch. The gulch, which begins at grade in the easterly portion of the project area, gradually increases in relief in a westerly direction, where it attains a 20 to 30 foot depth below the adjacent terrain. This meandering depression has long been used as a natural, gentle-grade, transportation route from the Willamette River, east to the Columbia River floodplain.

Prior to the start of project construction in July 1975, the freeway's configuration consisted of a six-lane facility for the western half of the project section, and a four-lane facility for the eastern portion. The overall project length is 4.76 miles.

Project Justification

For the past eight years, peak-hour volumes on the Banfield have exceeded design capacity. Present lane volumes, under peak conditions, vary from 1800 to 2000 vehicles a lane. Levels of service exceed the desired optimum, varying from forced (F) to unstable (E) flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles a day. This is in contrast to the 26,000 vehicles a day in 1958 (Figure 1).

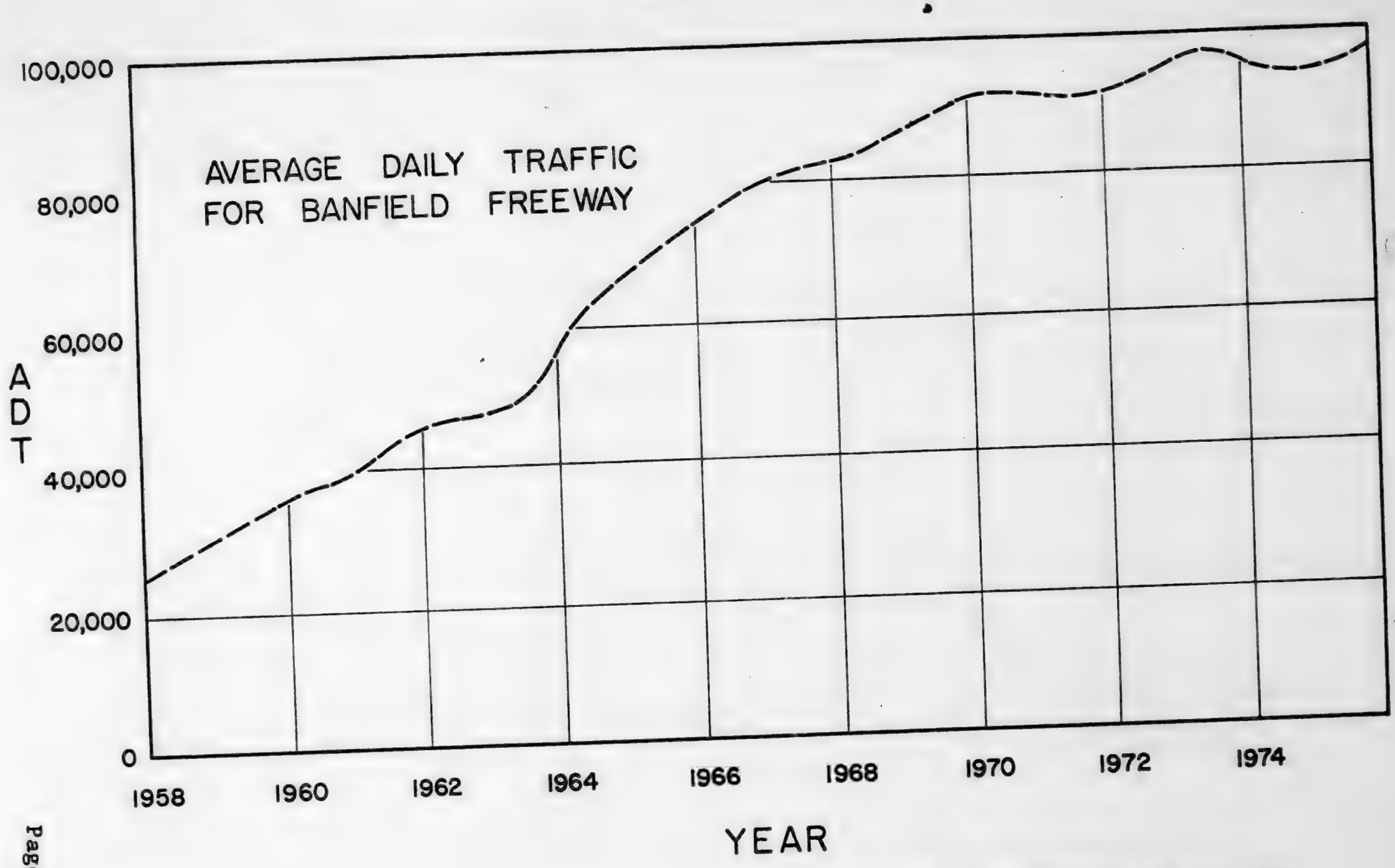
Speed of average peak period traffic indicated the congestion existing immediately prior to project construction (Figure 2). Average speeds drop to 30 m.p.h. for eastbound evening traffic, with westbound morning traffic dropping to 38 m.p.h. over the length of the project.

Traffic growth trends over the past ten years indicated that the peak-hour volumes reached a high in 1967. Since that time, the peak-hour levels have stabilized near the maximum. The lack of any significant increase in the past eight years illustrates that under present conditions the Banfield is not capable of accepting additional traffic in the peak-hour periods. The peak hour has lengthened to a three-hour period in the p.m., and to a two-hour period in the a.m.

The arterial street system in the vicinity of the Banfield has a limited capacity to absorb additional traffic. During the morning peak, under level service D conditions, major parallel arterials could accommodate no more than 100 to 200 additional vehicles. During the afternoon peak, these arterials were already operating at unstable flow conditions.

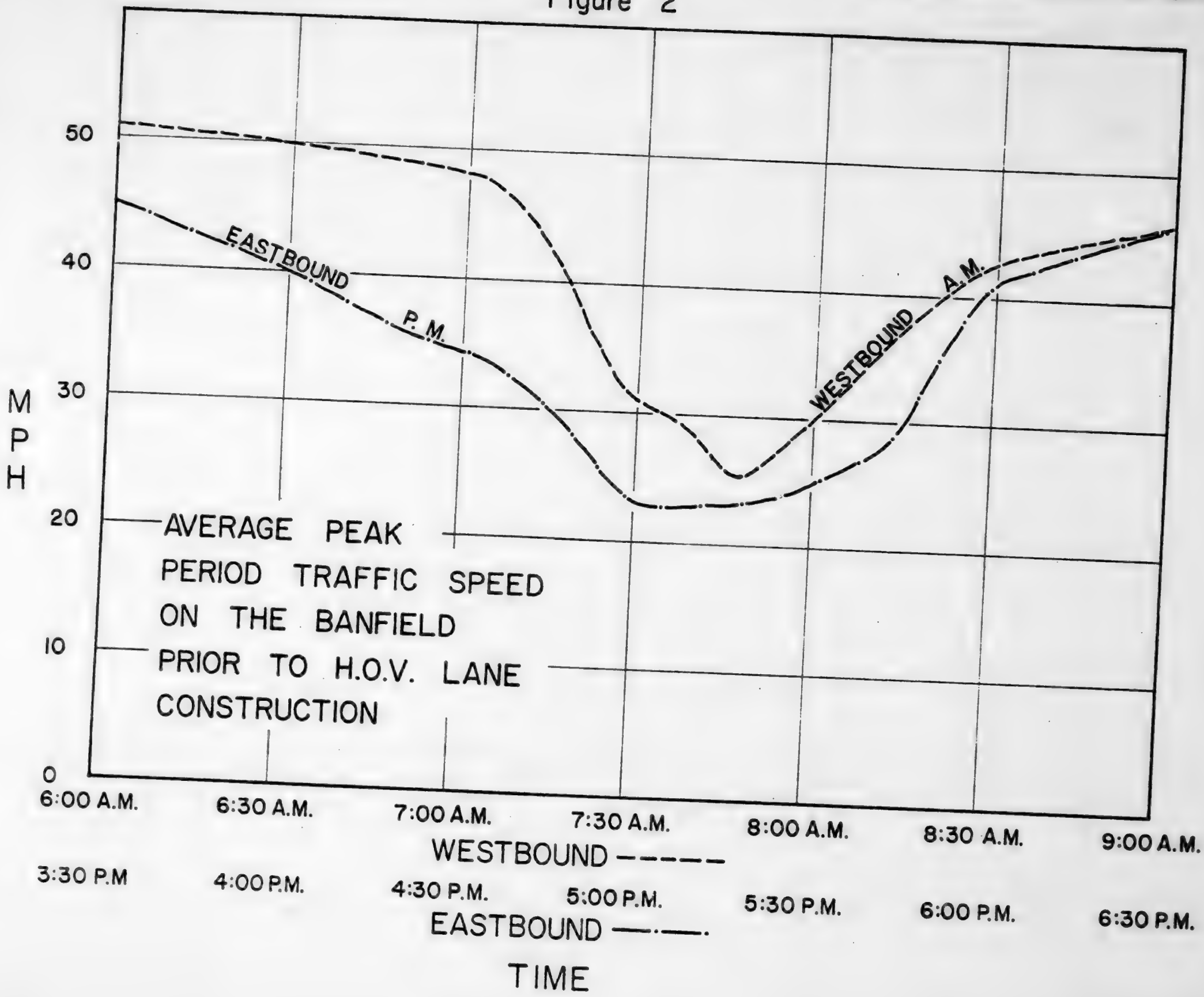
A survey conducted in January 1975, indicated about 23.6 per cent of the vehicles using the Banfield Freeway contained two or more persons. The survey also revealed that 4.2 per cent of the vehicles were carrying three or more persons. The average occupancy per vehicle was 1.3 persons.

Figure 1



Note: Figure 1 represents average daily traffic for all days. Weekday traffic only, would show slightly higher averages.

Figure 2


50
40
30
20
10
0
M
P
H
EASTBOUND
P.M.
WESTBOUND
A.M.
AVERAGE PEAK
PERIOD TRAFFIC SPEED
ON THE BANFIELD
PRIOR TO H.O.V. LANE
CONSTRUCTION
6:00 A.M.
6:30 A.M.
7:00 A.M.
7:30 A.M.
8:00 A.M.
8:30 A.M.
9:00 A.M.
WESTBOUND – – – – –
3:30 P.M
4:00 P.M.
4:30 P.M.
5:00 P.M.
5:30 P.M.
6:00 P.M.
6:30 P.M.
EASTBOUND —·—·—
TIME

In addition to the need to alleviate congestion, the existing roadway was badly in need of repair. The extremely heavy use of the Banfield Freeway had caused extensive lane rutting of the asphaltic concrete pavement. This situation presented driving problems in wet weather when standing water created tire hydroplaning, and under both wet and dry conditions created vehicle control problems. Further, median and shoulder barriers were in a degraded condition.

Project Description

In the new roadway,travel lanes occupy all of the pavement between curbs, using the shoulder areas. The high-occupancy vehicle lane is next to the median barrier and provides exclusive use for buses and other vehicles containing three or more people. There is no reduction in the number of lanes available to normal truck and car usage. The additional lane was derived by reducing the width of lanes by 1 foot and using the existing shoulder area. Relative lane widths are 11.5 feet for the outside lane, 11 feet for the center lane, and 12 feet for the inside lane (Figure 3).

Eastbound from the central business district, limiations in the existing cross section prevented the development of an additional lane from the Union Avenue structure (M.P. 0.46) to Northeast 39th Avenue (M.P. 2.55), where the transition section begins (Figure 4). The eastbound HOV lane is fully developed and commences at Northeast 44th Avenue (M.P. 2.88).

The HOV lane designation is terminated at Northeast 74th Avenue (M.P. 4.59), with the actual additional lane ending at Northeast 86th Avenue.

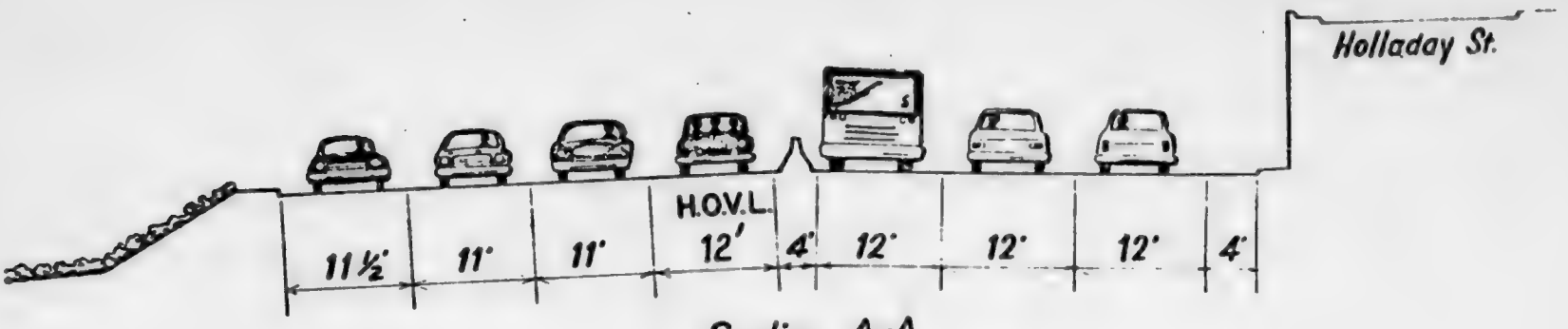
The westbound (inbound) HOV lane begins at Northeast 74th Avenue (M.P. 4.59), and is continued to its designated end at Northeast 21st Avenue (M.P. 1.36), with the actual lane ending at Northeast 14th Avenue (M.P. 0.98). There is no reduction in the number of lanes available to trucks and non-high-occupancy vehicles as a result of this project.

One requirement for the project was the replacement of the metal guardrail with the New Jersey type of concrete median barrier. Pre-cast members were used with the exception of transition sections, terminal sections, and one sawtooth section, where the barrier was cast in place. Concrete shoulder barrier was placed for those structure abutments and columns where the travel lanes were moved to the shoulder area. Exceptions are where continual runs of metal guardrail existed.

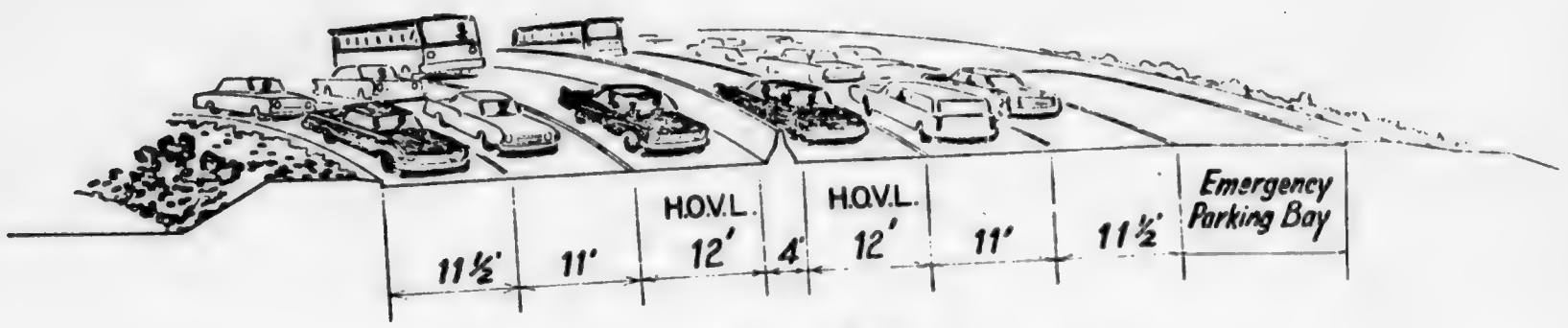
A pavement overlay was included in the project. The surfacing consisted of patching the rutted areas with asphaltic concrete and overlaying the entire area with an open-graded asphaltic concrete.

Restriping of the entire section was necessary. Standard raised-button striping was used in a pattern consisting of 4 opaque and 1 reflectorized buttons in a 15 foot strip, at 40 foot cycles, for the nonrestricted travel lanes; and a continual button stripe containing a reflectorized button every 40 feet for delineation of the HOV lane. The existing illumination along the project section is limited. A lighting improvement was cost prohibitive.

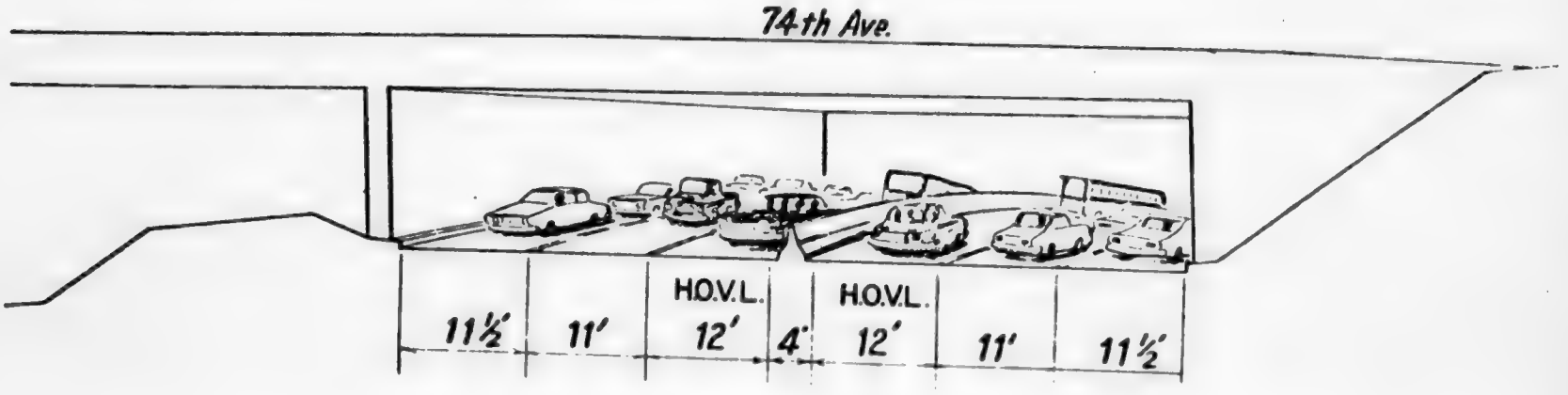
BANFIELD FREEWAY
HIGH OCCUPANCY LANES



Section A-A
Looking East at NE 23rd Ave.



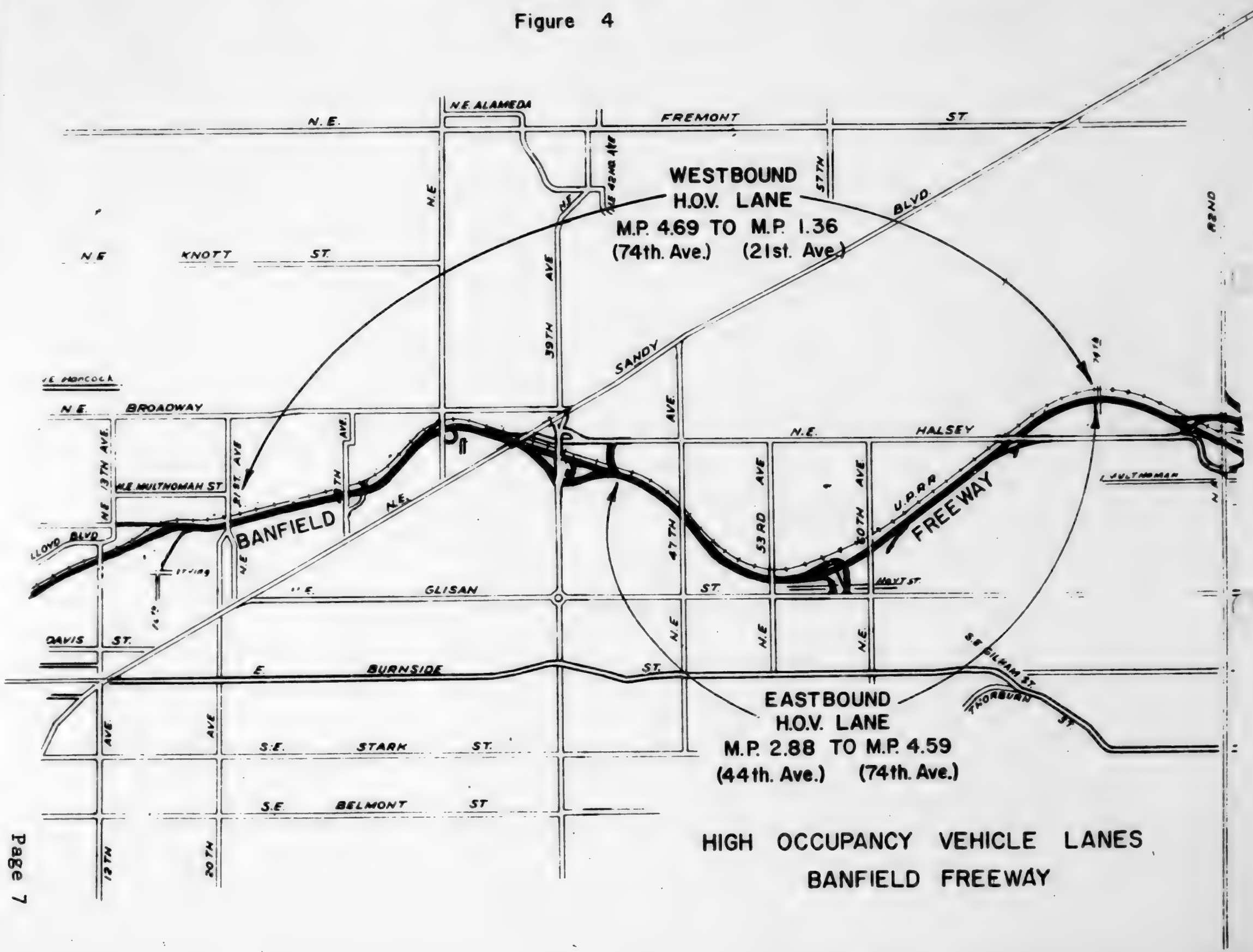
Section B-B
Looking East Near Providence Hospital



Section C-C
Looking East at NE 74th Ave.

Figure 3

Figure 4



HIGH OCCUPANCY VEHICLE LANES
BANFIELD FREEWAY

Pavement buttons were a necessity due to dark sections, the glare of oncoming headlights, a long rainy season, and 11 foot lanes. These factors preclude painted stripes. The buttons provide reflective light, plus a rumble strip if the motorist wanders from the lane.

A louvered glare screen will be installed on the median rail throughout the project section to minimize headlight glare. The screening will consist of 24 inch paddles placed at intervals varying from 30 to 40 inches, dependent on highway alignment. Glare reduction is expected to be 90 per cent.

The transition into the HOV lane, eastbound and westbound, is achieved through a tapered median which moves the alignment of the nonrestricted travel lanes the width of one lane to the right. The shoulder area is eliminated to gain the necessary width for an additional lane. At the completion of moving all traffic to the right, the median taper is reversed, creating an additional lane reserved for high-occupancy vehicles. No lane changing is required for normal traffic. Eligible vehicles choosing to use the HOV lane must move left into the restricted lane. At the terminus of the HOV lanes, the lane continues as a normal travel lane. The right-hand, unrestricted lane is eventually terminated.

Because of the use of the shoulder area, emergency parking bays were constructed along the project section at about 2000 foot intervals. An emergency call box, tied directly to the state police dispatch unit,is located at each bay.

Signing for the HOV lanes consists of:

1. "Restricted Lane Ahead", to provide advance notice of the HOV lane;
2. "Buses and 3-Person Carpools Only", posted at the beginning, and periodically throughout the HOV lane section (Figure 5);
3. "Restricted Lane Ends", posted at the terminus of the HOV lane; and
4. Large diamond symbols painted on the road surface every 1000 feet throughout the restricted lane.

A speed limit of 45 m.p.h. is currently in effect, and will remain so until it is determined that a speed change would be operationally appropriate. The posted speed prior to the project was 55 m.p.h.

Public Relations and Marketing

In view of the fact that the Banfield HOV lane project represented an unprecedented innovation to the Portland area, it was recognized that an extensive marketing program would be required. The resulting program included:

1. News conferences;
2. Periodic use of major local media to inform and educate the public;
3. Distribution of informational brochures to Banfield users to promote bus-use, carpooling, and operational safety (Figure 6);
4. Distribution of posters for employee bulletin boards, public buildings, and markets (Figure 7);
5. Encouragement of feature stories by local media;
6. The erection of 22 informational billboards at strategic locations along the feeder streets; and
7. Slide presentations and discussions to central business district employers, designed to encourage commuter use of buses and carpools.

Figure 5

A strong selling point of the project was that the HOV provided a means for the receptive commuter to avoid congestion and shorten travel time. Additionally, use of the HOV lane would correspondingly decrease the volume of traffic in the normal travel lanes, thereby reducing congestion.

To provide a further incentive, and to facilitate the success of the HOV lane, the regional transit agency, Tri-Met, provided 10 express buses (Banfield Flyers), in addition to 19 normal runs, that operate on the Banfield during the morning and evening peak periods.

Throughout the development of this project, public criticism generally focused on two main concerns:

1. The increased driving hazard created by narrower lanes, potential weaving, and lack of shoulders; and
2. Encroachment on the freedom of the individual taxpayer by placing restrictions on what lane may be used.

Perceiving and attending to these concerns was a principal objective of the public relation effort and marketing program.

Project Evaluation

An extensive two-year monitoring program is underway to evaluate the operational effectiveness of the HOV lanes in meeting the project objectives. The program is functionally divided into two parts--air monitoring and traffic monitoring.

The air monitoring program includes: (1) sampling of carbon monoxide, using a sequential bag sampling technique; (2) sampling lead, using a hi-volume particulate sampler; (3) sampling oxides of nitrogen, using a continual chemiluminescent analyzer; and (4) sampling wind speed and direction through the use of mechanical weather stations.

The traffic monitoring program includes:

1. Periodic traffic counts on all freeway ramps on the project;
2. A continual traffic count of all traffic at the western terminus of the project, (CBD);
3. Periodic traffic counts on arterial streets paralleling the Banfield;
4. Periodic lane and vehicle occupancy counts at two selected locations on the Banfield; and
5. Periodic traffic speed monitoring, on both the freeway and arterial streets, through the use of floater cars.

The program includes monitoring of bus ridership, bus travel time, and traffic accidents on the freeway.

Express yourself on the new Banfield Freeway

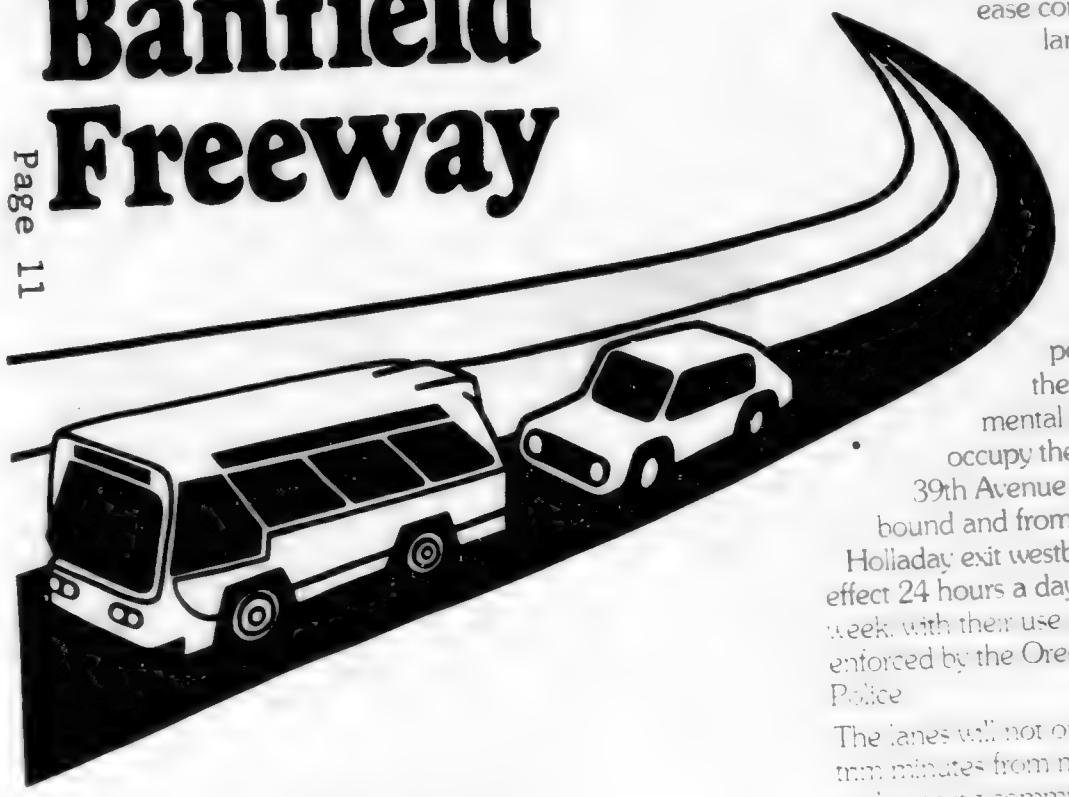


FIGURE 6

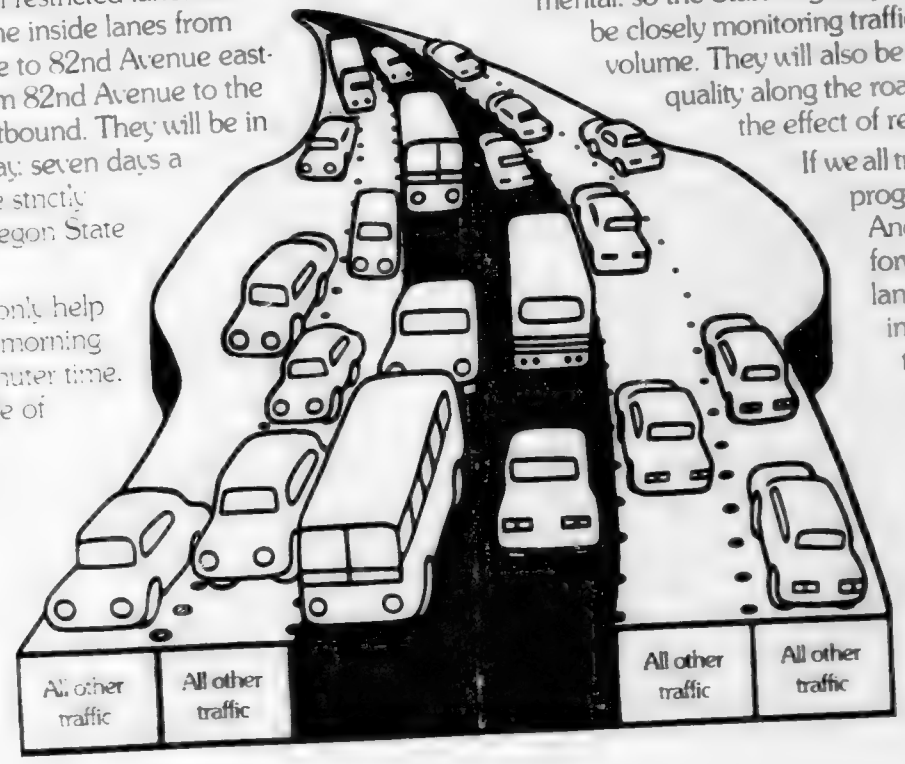
beginning December First.

Since the Banfield Freeway was already scheduled for resurfacing, the State Highway Division decided it would be a good time to also try to do something about the congestion problems.

There were several options. Among those considered was a conventional third lane, but this would have only filled to capacity, further increasing congestion. The most logical solution was a restricted lane for express buses and carpools, which would move more people more efficiently using the already existing roadway. In each direction, a third lane has been added to ease congestion on the two normal lanes.

The project is nearly finished, so it's time to start planning how you can make the best use of the new Banfield. Beginning December 1, Tri-Met's new Banfield Flyer Buses and carpools with three or more people will have exclusive use of their own lane. These experimental restricted lanes will occupy the inside lanes from 39th Avenue to 82nd Avenue eastbound and from 82nd Avenue to the Holladay exit westbound. They will be in effect 24 hours a day, seven days a week, with their use strictly enforced by the Oregon State Police.

The lanes will not only help trim minutes from morning and evening commuter time, but they will also be of great value during the rest of the day to shoppers, groups of skiers on their way to the mountain, people on their way to the airport, or families on outings.



It's a new program. You can help make it work.

These restricted bus and carpool lanes will be new to most metro-area residents. However, restricted lanes have been tried successfully in other parts of the country.

In Washington, D.C., special bus and carpool lanes on the Shirley Highway have allowed travelers to reduce their commuting time. Bus ridership has increased by 400 percent and carpools are up 500 percent in just one year.

Carpoolers and bus riders on the San Francisco-Oakland Bay Bridge avoid long lines at the toll plaza by using exclusive lanes. Over 20,000 bus riders and 5,400 carpoolers take advantage of this service daily.

The lanes on the Banfield Freeway are experimental, so the State Highway Division will be closely monitoring traffic flow, speed and volume. They will also be testing the air quality along the roadway to determine the effect of reduced traffic.

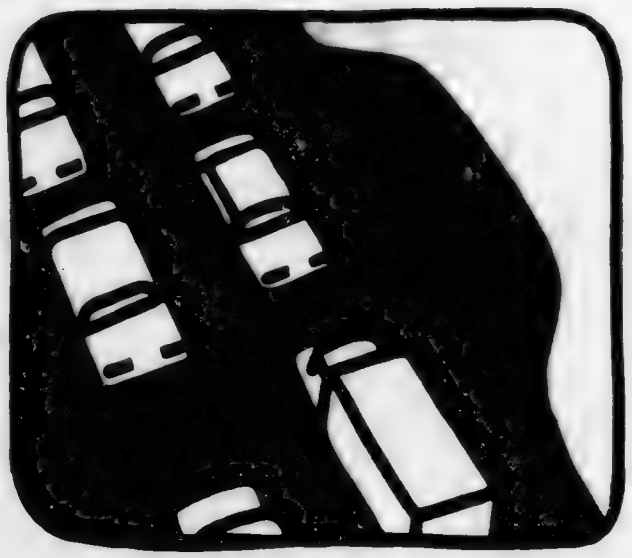
If we all try to make this new program work, it will. And, we can then look forward to similar lanes being developed in other high density traffic areas.

For safety's sake

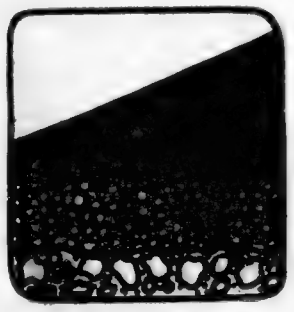
The restricted lanes can help *everyone* move more easily on the Banfield. By putting express buses and carpools in one lane, the other two lanes will also be less crowded for regular bus lines and those who simply can't ride the bus or carpool.

For this reason, it is to everyone's benefit to allow people to move across traffic to enter and exit from the special lane. Since traffic in the express lane may also be moving faster, drivers should be extremely careful when getting into or out of the lane.

Another important point about safety: Since we've eliminated the shoulder, please make sure your car is in good operating condition before you enter the freeway. It is impossible to always predict when you are going to have car problems, but a properly maintained car is much less likely to break down. If you do have trouble, emergency turnouts have been provided approximately every 2,000 feet and special phones are being installed with a direct line to the state police. Since the police will be patrolling the Banfield more frequently, it shouldn't take long to get assistance to you.



Don't overlook these other Banfield Improvements.



The ruts are gone. The Highway Division has applied a quieter, new resurfacing material which is also more porous, allowing the rain to run through it and away. This will eliminate dangerous puddles and night-time glare from standing water.

The lanes are clearly marked. White lines wear off easily, so new reflector buttons have been installed to clearly light the way. They also help keep you alert because they make a noise when you drive across them. The restricted lanes will be identified by a white diamond painted on the roadway.

Cars will be guided away from bridge abutments. Safety barriers now extend around the base of all overpasses shielding you from would be obstacles.

The potential for head-on collisions has been eliminated. New concrete safety dividers have been placed between the east and west bound lanes to keep everyone on their side of the freeway.

Our hat's off to you. Happy traveling!

Thank you for your patience while the new Banfield was being completed. We hope you'll now be able to get where you want to go more easily and with greater safety.

OREGON STATE HIGHWAY

State Highway Division
238-8226

Tri-Met
233-3511

CARPOOL
227-7665

I would like to be included in CARPOOL's free matching service

Mail to: CARPOOL
520 S.W. Yamhill
Portland, Oregon 97204

Name _____

Home Address _____

Work Address _____

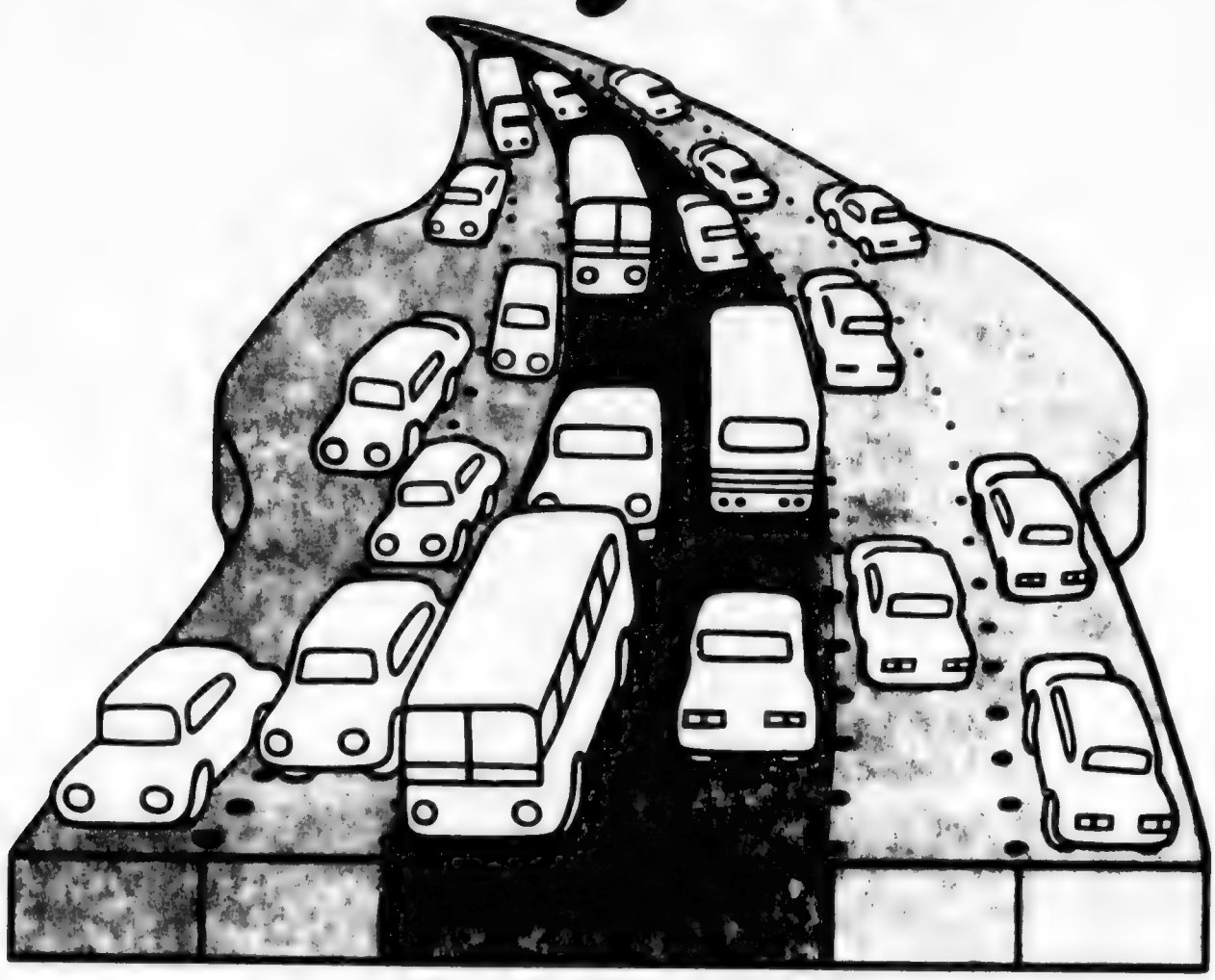
Phone: Work _____ Home _____

Hours you work: From _____ AM/PM to _____ AM/PM

I will: Ride only ___ Drive only ___ Do either ___

Bus Riders and Carpoolers:

There will be a new lane on the Banfield reserved expressly for you.



When construction is completed by October, a new lane will be added that is reserved exclusively for buses and CARPOOLS with three or more people to a car. **Start making plans now to "express" yourself on the Banfield beginning this fall. Call CARPOOL, 227-7665, Tri-Met, 233-3511, or the State Highway Division, at 238-8226.**

Figure 7

Preliminary Evaluation Data

The following evaluation of the Banfield HOV lane is based upon data taken during the first thirty days of operation:

The average weekday traffic volumes in the corridor indicate no diversion of traffic from the freeway to adjacent boulevards. This information is inconclusive to ascertain whether any traffic has been diverted from the boulevards to the freeway.

Corridor Average Weekday Volumes

	Freeway	Adjacent Arterial Boulevards (Sandy, Broadway, Burnside)
January 1975	96,000	- -
February	97,000	- -
March	102,000	- -
April	102,000	- -
May	104,000	- -
June	108,000	- -
July	106,000	- -
August	106,000	- -
September	101,000	73,000
October	102,000	- -
November	98,000	69,000
December	100,000	75,000
January 1976	98,000	72,000

A substantial improvment in the speed in the peak hours over the entire five-mile section has occurred since initiation of the HOV lane project.

Average peak-hour speeds for 5-mile project

Before (Six months)	a.m.	38 m.p.h.	p.m.	29 m.p.h.
After (One month)	a.m.	40 m.p.h.	p.m.	40 m.p.h.

The peak-hour auto occupancy has increased 2 per cent since initiation of the project, the percentage of carpool, or three-or-more-occupant vehicles has increased from 3 per cent to 5 per cent of the total number of vehicles on the freeway. The occupancy rate in the HOV lanes is 2.507. The violation rate is 30 per cent of those vehicles using the HOV lane. The percentage of violation of the total vehicles on the freeway is small.

Peak-hour auto occupancy

Occupancy rate for freeway	a.m.	p.m.	average
Before (3 months)	1.215	1.302	1.265
After	1.239	1.319	1.287

% 1-2-3-occupants/auto for fwy.	1	2	3	1	2	3	1	2	3
Before	80	18	2	73	23	4	76	21	3
After	80	16	4	74	21	5	76	19	5

% 1-2-3-occupants/auto HOVL only									
After	27	12	61	15	8	77	20	9	71

The total utilization of the HOVL during the first month has been nominal. Average peak-hour usage in the a.m. is 23 buses and 121 vehicles. The p.m. usage has reached 32 buses and 199 vehicles.

The"Banfield Flyers" are carrying 153 passengers in the a.m. and 143 passengers in the p.m. peak hours. The total bus ridership in the a.m. is 447 and the p.m. peak hour is 571.

HOVL vehicles are carrying 461 occupants in the a.m. and 661 occupants in the p.m. peak hour.

The HOVLs are carrying 808 persons in the a.m. and 1232 persons in the p.m. peak hour. The auto lanes are carrying 4333 persons in the a.m. and 4668 persons in the p.m. peak hour.

The HOVL is carrying 18 per cent of the person trips.

-o0o-

8457

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 30, 1976

Portland, OR 97213

FILE: 26-1436
(150)

FROM: ROBERT N. BOTHMAN
Ass't State Highway Engineer

SUBJECT: Banfield HOV Lane Project

NOTED
E. S. HUNTER

TO: MEMO TO THE FILE

I reviewed the subject project with Dan Rosen, FHWA, January 19.

The indication from Rosen was the UMTA and FHWA are very interested in our project and have included it as a demonstration HOV lanes project in their 1975 catalog of Federally Coordinated Program of Highway Research and Development. The indication was that the write-up by OSHD didn't meet the intent of a work program clearly delineating those areas to be studied and evaluated both for the UMTA purposes and FHWA purposes.

Both agencies have additional funding in excess of the initial $50,000 and are interested and desire to pursue the project.

I did indicate we were pursuing the project anyway and that the air quality was a necessary part of the evaluation.

Rosen requested that we break the study in half with FHWA and UMTA funding the analysis of the traffic data.

I indicated this was possible, but that we were carrying out the same program for both on a rotating schedule. I attempted to convince him that evaluation should include the air as well as the traffic.

Rosen indicated he had a several page memo from his air experts in FHWA questioning the evaluation procedures. FHWA will recommend to us a revision of the air monitoring program, which very well may be appropriate. The program they recommend would be substantially less than that we are attempting to carry out.

Rosen will put together a team to come to Portland in the next two to three weeks to assist us in writing up a work program of areas to be studied and areas to be evaluated which would work into a final report of the evaluation of the Banfield.

I indicated that we will be doing the evaluation regardless; it will not, however, be in a reproducible form, as we can evaluate the data as we receive it and measure the success of the project without a report.

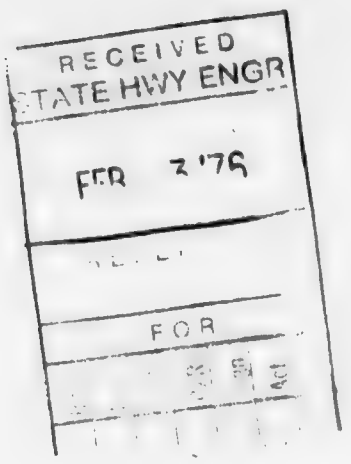
NOTED
F. B. KLAUS

The efforts to be accomplished with FHWA is to put the evaluation data into a report that others can use. The money for that report should include the collection of the data going into the report and, therefore, the entire cost of the evaluation.

The most significant issue lacking in the program presented by OSHD to FHWA for the Banfield was the monitoring of the transit element, that is, the various factors affecting, and resultant effects of those factors, on the bus ridership.

jlg

cc: F.B. Klaboe
R.L. Schroeder
G.A. Potter



ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

January 30, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

LOREN KRAMER, Director
Department of Environmental Quality
1234 Southwest Morrison Street
Portland, OR 97225

Subject: Banfield Freeway high-occupancy vehicle lanes

The Highway Division is receiving heavy pressure to open the high-occupancy vehicle lanes on the Banfield Freeway to all traffic during off-peak hours. The justification for need of the additional lane during the off-peak hours does not exist, as the freeway is operating well-under capacity during the non-peak hours; the need is only psychological.

The public indicates they can understand the preferential treatment during the peak hour, but they cannot understand non-use of that lane during the off-peak hours.

Due to the freeway volumes in the off-peak periods, and the introduction of a preferential lane to Portland, our initial decision was to maintain the preferential treatment for the twenty-four hour period. The Division indicated to DEQ that it had no intention of resorting to the use of that lane as a conventional third lane.

The contingency plan is to restripe the freeway to its original configuration if the preferential lane proves unsatisfactory.

Other states, where I have observed preferential lanes, are operating those facilities only during the peak hours. Some are two hour, some are three hour, and some are four-hour peaks, but all have the same characteristic of the preferential lane operation only during peak hours.

NOTED
F. B. KLA

The Oregon State Police feel that off-peak use of the reserve lanes will assist in lowering the accident rate and enforcing the lanes during the needed peak-hour operation, and will subsequently result in more effective success of the preferential lane.

Because the freeway operates well below capacity, there is no reason for additional traffic to be generated by the proposal to use all of the lanes during the off-peak periods. There should be no detrimental environmental effects from such a proposal.

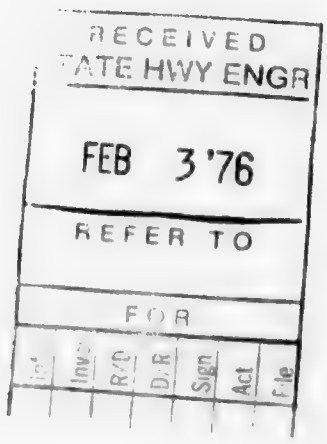
Carl Simons, representing DEQ on the advisory committee for this project that has the assigned task of monitoring the project, has indicated that additional information would be required for DEQ to consider approval of this change in the operation of the project.

I would appreciate your approval or disapproval of proceeding with a peak-hour operation of the preferential lanes. In the event this does not meet with your approval, I would appreciate the reasoning which can be used to support that position.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: G. L. Jackson
G. M. Baldwin
F. B. Klaboe



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

January 28, 1976

Miss Kathy Kraus
13264 N. E. Thompson Court
Portland, Oregon 97230

Dear Miss Kraus:

The State Highway Division plans to install a glare screen on the Banfield Freeway in the near future to correct the visibility problem you mentioned. The lane reductions have not been of significant nature to place the motorist in jeopardy; the reduction in width is from two 12-foot lanes to one 12-foot lane, one 11½-foot lane, and one 11-foot lane. The removal of the emergency parking has been countered with turnouts at 2,000-foot intervals.

The high occupancy vehicle lanes have been created in an attempt to encourage commuters to use more efficient means of travel. The Banfield is a very congested highway now and is getting worse each year. On the average, only 1.2 persons occupy each car using this highway. If people would make more use of buses and form carpools, the congestion we now have would largely disappear and, for the most part, would eliminate the need to increase highway capacity and to add more parking spaces downtown.

The Highway Division is continuing a monitoring program to evaluate all aspects of the project, including safety and effectiveness.

Thank you for your letter.

Sincerely,

Governor

RWS:kn

bc Department of Transportation
F. B. Klaboe
Ext. 6516

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
FOR
Info Inves R/D C.R. Sign Act File

NOTED
MARIE STEPHENS

COPY

004350

Please prepare draft reply
for Governor's signature
by 1-29
Thank you.

Kathy Kraus
13264 N.E. Thompson
Portland, OR 97230

Governor Bob Straub
State of Oregon
Salem, OR 97310

JAN 19 1976

Dear Sir

Last week my family was driving on the Banfield Freeway at night. It was raining heavily. My father was having problems with visibility because of the glaring oncoming lights and the rain. He was also worried about staying in his own lane because the lane was so narrow and he wanted to have some room between the car and the center wall.

I feel this new express lane is a dangerous idea. It makes all of the lanes narrower and the narrower the lanes, the more chance there will be an accident.

RECEIVED
STATE HWY ENGR
JAN 20 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

If there must be the third lane, I feel that it shouldn't be restricted to just buses and carpools. With heavy traffic all the lanes should be open instead of overcrowding two lanes and having one reduced.

Sincerely,
Kathy Kraus

#8259

1-28-76

Gentlemen

We use the Canfield Freeway (Juvenile Road) to commute daily and find that the new exclusive lane works well during the 7-9 A.M. and 4-6 P.M. Peak hours, but are not used during the day. Therefore, all traffic should be allowed to use all of the lanes on Saturdays and

No reply - no address

8259

RECEIVED
HIGHWAY ENGR
JAN 28 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sgn | Act | File

STATE OF OREGON 1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 26, 1976

Mr. Gary J. Smith, Manager
Northwest Operations
Industrial Nucleonics Corporation
6005 N.E. 82nd
Portland, Oregon 97220

Dear Mr. Smith:

~~Governor Straub is on vacation until late January and has asked me to respond to your letter concerning the Banfield Freeway.~~

There were two lanes for all passenger cars and buses prior to the time the high occupancy vehicle (HOV) lanes were established and there still are two such lanes. In addition, there is the HOV lane for buses and cars with three or more people. Therefore, there should ordinarily be less traffic in the original two lanes because buses and high occupancy passenger cars are using the HOV lane.

The high occupancy vehicle lanes have been created in an attempt to encourage commuters to use more efficient means of travel. As you know, the Banfield is a very congested highway now and is getting worse each year. On the average, only 1.2 persons occupy each car using this highway. If people would make more use of buses and join together to form carpools, the congestion we now have would largely disappear and, for the most part, would eliminate the need to increase highway capacity and to add more parking spaces downtown.

The State Highway Division is continuing a monitoring program to evaluate all aspects of the project, including safety and effectiveness.

Sincerely,

NOTED
MARIE STEPHENS

~~Keith Burns~~ Governor
~~Executive Assistant~~

KB:b

bcc Department of Transportation

COPY

- Transmap.

Industrial Nucleonics Corporation • *650 Ackerman Road* • *Columbus, Ohio 43202*

RECEIVED
JAN 19 1976
Governor's Office

January 14, 1976

004351

Please prepare draft reply
for Governor's signature
by 1-29
Thank you.

The Honorable Robert Straub
Governor of Oregon
Salem, Oregon

Dear Governor Straub:

I am writing this letter today to express my dissatisfaction with the restricted lanes on the Banfield Expressway. When they first went up, I felt that possibly the change would help decrease the traffic in the unrestricted lanes. This obviously has not happened. The same number of cars are only driving in narrower lanes now.

Today brought my patience to end--I drove the entire length of the restricted lanes and saw not one car in the restricted lane--OBVIOUSLY no one is able to take advantage of the car-pooling concept.

Do you have the courage required to rescind the decision that has brought about a lot of frustration to motorists on the Banfield? I speak only for myself, but if there was some way to poll the people who use the Banfield, I'm confident that you will find an overwhelming number who will express the same sentiments as I.

Sincerely yours,

Gary J. Smith

Gary J. Smith
Manager
Northwest Operations

cc: Neil Goldschmidt
The Oregonian

RECEIVED
STATE HWY ENGR
JAN 20 '76
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Regional Office
6005 N.E. 82nd
Portland, Or. 97220

January 26, 1976

H. L. Acheson, Lieutenant
Traffic Division
Department of State Police
Public Service Building
Salem, OR 97310

Dear Lieutenant Acheson:

Lieutenant Phillip's recommendation for restricting the use of the Banfield Freeway high-occupancy vehicle lanes only during peak traffic hours is being considered.

This recommendation is the one most often received from the public at the metropolitan Portland office. As a result, it was thoroughly discussed at a technical advisory committee meeting on January 15. The state police and a representative from the Hollywood Kiwanis Club both recommended going to a peak-hour operation. Tri-Met recommended that we leave things as they are because the lanes have only been in operation for a month and they felt we should have a longer trial period before revision.

The Department of Environmental Quality gave a qualified "no," saying their Department had approved the project only as it now exists. Before we could make a change, we would have to gain their approval. They would probably need considerably more information before they could consider the subject. Max Klotz, chairman of the Technical Advisory Committee is working with DEQ to determine what information would be needed if it were decided to proceed with the request for permission to go to a peak-hour operation. The matter will again be the subject of discussion at the next committee meeting on February 19.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
R. N. Bothman

RNB:ebg dpy

DEPARTMENT OF
STATE POLICE

ROBERT W. STRAUB
GOVERNOR

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

January 14, 1976

Mr. F. B. Klaboe, Administrator
and State Highway Engineer
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

Attached is report by 2nd Lieutenant James R. Phillips, Commander of our Multnomah station, concerning the High Occupancy Vehicle Lanes on the Banfield Freeway.

This report is being forwarded for your consideration of his recommendation of restricting the use of the HOV lane only during peak traffic hours.

Sincerely,

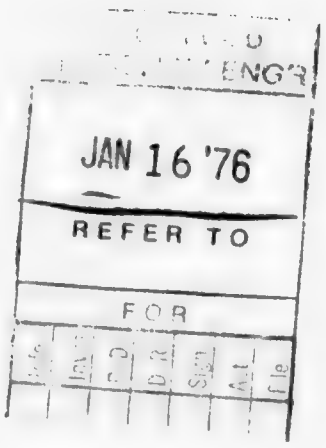
Robert R. Fisher, Superintendent

By

M. L. Acheson, Lieutenant
Traffic Division

cc: Captain V. L. Kezar
: Lt. J. R. Phillips

km
Enclosure



Form 3a—30M

TIME 11:25AM

OFFICER'S REPORT

OREGON STATE POLICE

Place [illegible]

County [illegible]

Subject INFORMATION-Supplement

January 7 19 76

Interstate 80N (Banfield Freeway)
Banfield Advisory Committee

Refer to report by writer dated April 4, 1975, and supplemental reports.

The writer attended the Banfield Advisory Committee meeting held at the Oregon State Highway Department, Banfield Office, on December 18, 1975. The meeting was called for the purpose of having a critique three days subsequent to the opening of the High Occupancy Vehicle Lane.

The majority of committee members, including the writer, were astonished at the apparent successful opening of the lane and its operation, irregardless of the numerous complaints received from the public. New business discussed included the receipt of funds to install the headlight reflectors (paddle boards) atop the center divider from Grand Avenue to 82nd Avenue interchange. This project will be on separate bids, funds in the amount of one hundred thousand dollars. This will be a safety factor which the committee has hoped for since first meeting.

The most hazardous area throughout the HOV Lane is westbound at the 57th Avenue on-ramp, where traffic desiring to merge onto Interstate 80N must enter without the benefit of a merging lane. At present, this traffic enters directly into the outside lane. There is a slight curve and crest in the highway which restricts vision when using the rearview mirror. During the morning peak traffic period, this traffic must stop before entering and then has considerable trouble entering the outside lane. The Oregon State Highway Department has extended the construction contract to include eliminating a small bank and constructing a longer merging lane, which will end at 82nd Avenue overpass. This lane reportedly will be over 300 feet in length, which should remedy, to a degree, the hazard presently existing. In the interim the Oregon State Highway Department is posting a stop sign at the entry to Interstate 80N with warning signs preceding advising of a "stop ahead." This may aid in motorist ease, but most all are forced to stop now due to traffic already on Interstate 80N.

The only [illegible] westbound at [illegible] Avenue where the [illegible] lane drops off abruptly and completely. [illegible] [illegible] [illegible]

Form 2a—30M

TIME 11:?2AM

Place Mul...omah

Subject H...HOV...TION-Supplement

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

County Mul...omah

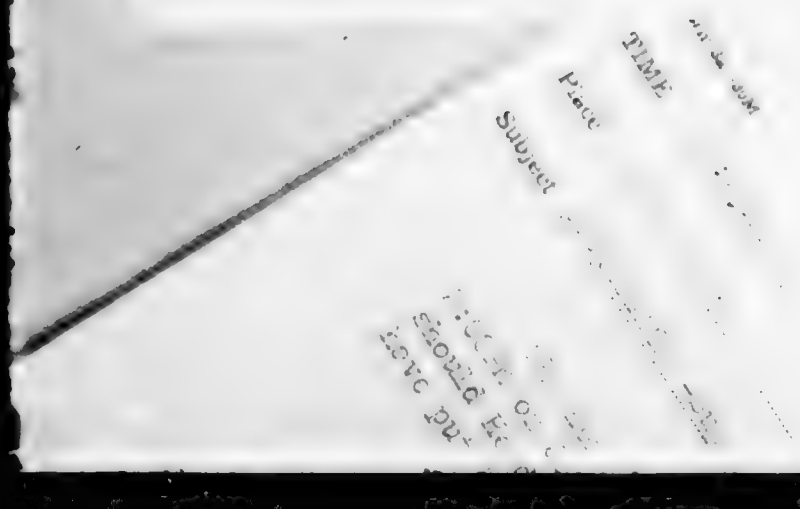
January 7, 1976

The Oregon State Highway Department is contemplating more signing warning motorists of this lane duty and possibly will place something on the pavement for a warning as the present overhead signing is not being adhered to by many motorists.

On December 29 and 30, with the help of members from Milwaukie and Beaverton, this office saturated the HOV Lane area with five and six patrols between the hours of 6AM and 9AM. The results are as follows: December 29, 1975,-15 arrests; December 30, 1975,-17 arrests. Eighty percent were for Fail To Obey Official Traffic Sign (HOV Lane), the remaining twenty percent for Speed and Improper Lane Changes. We have received numerous complaints from the public during this period of time, not to mention the complaints since opening of the HOV Lane. They are too numerous to tabulate.

The HOV Lane, although appearing quite successful, leaves much to be desired. The public is expressing this in their complaints, they do not understand the cost of such a lane and then its use being restricted on a twenty-four hour basis. Most all understand the need, but have expressed a desire to restrict its use only during peak traffic hours in the morning westbound and evening eastbound. Writer concurs with public sentiment on this matter. It does not appear feasible to restrict this lane after 9:00AM westbound or 6:30PM eastbound. The lane is nearly empty westbound between 9:00AM and 6:00AM the following day. The eastbound HOV Lane is approximately two miles in length and is nearly empty until 4:00PM daily. On weekends and/or holidays the HOV lane would be of great benefit to all traffic, especially that traffic passing through the metropolitan area. It was observed by the writer on Sunday, December 28, 1975, during heavy holiday traffic, to be totally empty in both directions with the exception of five vehicles in both directions. The opening of the lane for use by all traffic would definitely create a more even and smooth flow of traffic reducing the congestion that now exists in the two open lanes.

The writer herein requests that General Headquarters recommend to the Oregon State Highway Department that the HOV Lane...[illegible]...be restricted to bus and car pool traffic during the hours of 6:00AM to 9:00AM ...[illegible]... Monday through Friday and 4:00PM to 7:00PM ...[illegible]... Thursday and Friday. This would open the lane to use by all traffic during the 8 hours per day ...[illegible]... Saturday and Sunday.



Form 2a—30M

TIME 11:29AM

Place Multnomah

Subject INFORMATION -Supplement

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

County Multnomah

January 7, 1976

The Mark Banfield advisory Committee meeting is scheduled for 2:00PM on January 19, 1976. The writer will attend this meeting should Headquarters have suggestions or questions they desire to have put before the committee for consideration or clarification.

James R. Phillips

308-19, James R. Phillips, 2nd Lt.

JRP/jkc

DIRECTOR'S FILE

OREGON STATE HIGHWAY DIVISION

January 14, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

STEVEN MC CARTHY
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

I have observed, in monitoring the Banfield Freeway, both during peak and off-peak hours, Tri-Met buses not using the HOV lanes.

This is particularly evident in the off-peak hours. There would appear to be no benefit for buses to use those lanes in off-peak hours, but from the viewpoint of the motorist who is restricted from using those lanes, it would seem all buses should be using them.

In the peak hour I realize there is some problem with the weaving of traffic, yet I have observed some buses effecting that movement successfully. Too many are not using the HOV lanes at all, but travel the entire length of the project in the unrestricted lanes. From the standpoint of limiting the auto's use of those lanes, buses should maximize their use.

If we do drop the preferential treatment, except for peak hours, part of the problem would be solved, but I feel strongly that Tri-Met should make full use of the HOV lanes.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: G. M. Baldwin
F. B. Klaboe

RECEIVED
JAN 15 1976
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
W. F. GRAHAM

8259

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

~~SAM R. HALEY~~
~~Deputy Director~~

January 23, 1976

Mr. Lloyd Anderson
Executive Director
Port of Portland
Box 3529
Portland, Oregon 97208

NOTED
E. S. HUNTER

Dear Lloyd:

Thank you for your letter of January 22. I appreciate the time and effort involved in answering my questions. The information is of real interest.

I am circulating your letter to several members of the staff and it may be that we will want to discuss some of the matters further. In the meantime, this is very helpful.

Sincerely,

George M. Baldwin
Director of Transportation

GMB:fn

bc Robert A. Burco
F. B. Klaboe
R. N. Bothman
R. E. Royer
Ted Spence

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 4 1976
Office of
Assistant State Highway Engineer

January 22, 1976

Port of Portland
Box 3529 Portland, Oregon 97208
503 233 8331
TWX 910 464 6151

George Baldwin, Director
Oregon Department of Transportation
Highway Building
Salem, OR 97310

cy: Burco
DKlabo
Bothman
Boyer
Spence

Dear George:

You asked for my thoughts concerning the Banfield Bus/HOV lanes and the Downtown Portland Intermodal Transportation Center. The following comments will give you a brief overview of some of the Port's interests.

- Banfield Bus/HOV Lanes -

The Port has been supportive of proposed regional transit facilities including the Banfield project. The multi-passenger vehicles serving Portland International Airport, Downtown-Airport Rapid Transit (DART), HUT which provides service between PIA and Salem, and the Limos have all been involved with the current experimental HOV lanes project on the Banfield. Previous discussions with Bob Bothman assured us that a monitoring and evaluation committee would give us an opportunity to comment on this aspect of the experimental HOV operation.

In terms of the proposed new facility on the Banfield (separated Bus/HOV lanes), I would simply comment that the needs of these multi-passenger PIA service vehicles should be considered in the design of any new facility.

- Downtown Intermodal Transportation Center - Union Station -

- The Port would certainly like to be involved in the development of such a center, but our involvement would have to be rather "low key" as the center seems to be focusing on people movements rather than freight movements.

- It has been suggested by others that the airline offices could be located at the center. The comments we have received from the airlines indicates they are clearly opposed to moving their offices away from PIA.

- The possibility of a passenger marine terminal (ferry) has been brought up in connection with the intermodal center. The Port has no plans for becoming involved in such an operation. I believe Tri-Met has been mentioned in connection with the possible service.

- Any plans for this waterfront area must clearly address the issue of proper access to all waterfront industries of the area.

- The relationship between the intermodal center and the PIA passenger vehicles, DART, HUT and the Limos, must be arranged directly through these private firms. To date it appears that these operators have not been involved in the planning of the center and it is these operators, not the Port, who will have to make the decisions concerning scheduling and/or service to the center.

You also asked for some general information concerning Swan Island development and cargo Origin and Destination (O/D) information.

Existing and Remaining Area to be Developed

Existing Development - 300 acres total (net)

- 293 acres industrial land and ship repair yard
- 7 acres Port Center

Remaining Unoccupied Acreage - 300 acres (plus land for streets)

- 33 acres remaining in Port Center area
- 35 acres remaining waterfront outside of Port Center. Industrial/Commercial
- 145 acres Mocks Bottom
- 75 acres other industrial acreage

- O/D Data for Cargo -

The Port does not have compiled O/D data for cargo movements to and from Swan Island. Most of these shipments are private transactions and do not involve Port docks and/or operations. If your people have specific questions in this area, let me know and we may be able to help.

- Swan Island Transportation Study -

In order to provide you with additional information concerning Swan Island I have enclosed a copy of the Port's 1975 Swan Island Transportation Study, and the Port Commission and City of Portland's Swan Island Task Force resolutions endorsing the study. The Task Force consists of citizens and representatives from the State Highway Division, Tri-Met, the trucking industry, Teamsters, railroads, the City of Portland and the Port.

I hope the above material is of help. Let me know if you need additional information.

Lloyd Anderson
Executive Director

Enclosures

cc: I. J. Church
Clifford Hudsick
Don Barney

P18A

RECEIVED
JAN 23 1976
OFFICE
DIRECTOR of TRANSPORTATION

Port of Portland

AGENDA ITEM NO. 12

APPROVAL OF SWAN ISLAND TRANSPORTATION STUDY

DATE November 12, 1975

PREPARED BY Clifford Hudsick
Planning Manager

FACTUAL BACKGROUND AND ANALYSIS

At the April, 1975 meeting the Port Commission authorized the Swan Island Transportation Study. The purpose of the study was to examine and evaluate roadway improvements and policy options as methods of providing adequate access to a fully developed Swan Island, in essence, a long-range solution to the access requirements. The study was also used to complete work on the development of a safe and efficient circulation system for the Port Center area.

Development of Mocks Bottom has not been pursued since the Port Commission, in November, 1973, established as policy that "Mocks Bottom east of the railroad track is not considered marketable until access to the area is substantially improved." As a result of the study, roadway improvements and transportation policies are recommended which will accommodate full development of Swan Island including industrial development in Mocks Bottom.

Roadway improvements, improved transit service, and staggering work hours for future development were examined as methods of providing access to a developing Swan Island for existing and two benchmark development status.

	Total Acres Developed	Total Employees
Existing	300	6,000
Phase I	450	10,362
Phase II	595	13,263

A series of roadway and policy options are recommended which can accommodate a potential employment level of 13,263 without the need for a second access to Swan Island.

Work on the study progressed in conjunction with input from the City of Portland Swan Island Task Force. At their October meeting, the Task Force established a position which endorses the study's recommendations, and requested all involved agencies to move as quickly as possible toward the implementation of the recommended improvements.

EXECUTIVE DIRECTOR'S RECOMMENDATION

RESOLVED, That endorsement is given to the July, 1975 Swan Island Transportation Study as a policy statement for the development of Swan Island including Mocks Bottom; and

BE IT FURTHER RESOLVED, That the Port of Portland accepts the responsibility of being the lead agency for:

- "Promoting the staggering of work hours at Swan Island"
- "Assurance that development at Swan Island does not exceed the implementation rate of the transportation improvements"

in conjunction with Tri-Met, City of Portland and the Oregon State Highway Division as stated in the Swan Island Task Force endorsement of the Swan Island Transportation Study; and

BE IT FURTHER RESOLVED, That staff is directed to prepare a report to be presented to the Commission in six months which addresses the following aspects of the development of Swan Island:

- A Marketing Program for Swan Island Industrial Park.
- Alternative methods of opening Mocks Bottom.
- A transit incentive program for Swan Island; and

BE IT FURTHER RESOLVED, That the Port of Portland urges Tri-Met, and all agencies involved in the design and construction of the Greeley/I-5 ramps and the Basin/Going interchange, to move as quickly as possible toward the implementation of improved transit service to Swan Island and the completion of these roadway projects.

SWAN ISLAND TASK FORCE

RESOLUTION

ADOPTED OCTOBER 3, 1975

WHEREAS, the Port of Portland has had prepared, in accordance with Item 1g of Ordinance 138318, the " Swan Island Transportation Study" date July 31, 1975 by a consultant which relates the Swan Island development potential to certain transportation policies and projects and

WHEREAS, the report concludes the area can be developed to a level of 13,000 employees consistent with Item 1f of Ordinance 138318 without a major second access if the recommended improvements and policies are implemented nowtherefore

BE IT RESOLVED the Swan Island Task Force endorses the conclusions and recommendations of the report with respect to roadway improvements and public transportation policies and

BE IT FURTHER RESOLVED that the Swan Island Task Force finds that the limitations of Interstate 5 and the major regional transportation system are not sufficient reasons to restrain development of Swan Island and

BE IT FURTHER RESOLVED, that the Swan Island Task Force urges the City, Port, Tri-Met, State Highway Division, and all other agencies having responsibilities concerning the study's recommended improvements to move as quickly as possible towards their implementation. The following is a list of the improvements accompanied by the recommended lead agency for each project.

Recommended Improvements	Lead Agency
Construction of the Greeley-I5 ramps	Oregon State Highway Division
Construction of the Basin/Going interchange	City of Portland
Initiating improved transit service to Swan Island	Tri-Met
Promoting the staggering of work hours at Swan Island	Port of Portland
Assurance that development at Swan Island does not exceed the implementation rate of the transportation improvements	Port of Portland

The Swan Island Task Force requests that the lead agencies for the project report back to the Task Force within 60 days concerning an implementation plan for each improvement and

BE IT FURTHER RESOLVED that the Swan Island Task Force recognizes that implementation of these recommendations does not fully accomplish one objective of the Task Force, namely "To create a compatible environ-

ment for Swan Island Industrial Park including the Going Street access without seriously reducing housing inventory and at a reasonable cost to all parties" and that the Swan Island Task Force will address this responsibility.

8217

FORM 81-7J4.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 23, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: M. J. Klotz
Metropolitan Planning Engineer

SUBJECT: S.W. Sheridan St.-S.W. Slavin Rd.
(Portland) Section
Pacific Hwy. W.(Barbur Blvd.)
Multnomah County

Attached are prints of the revised signs that you requested over the telephone several days ago. As you desired, we have reduced the sign sizes to 6' X 4' so they can be installed on span wires.

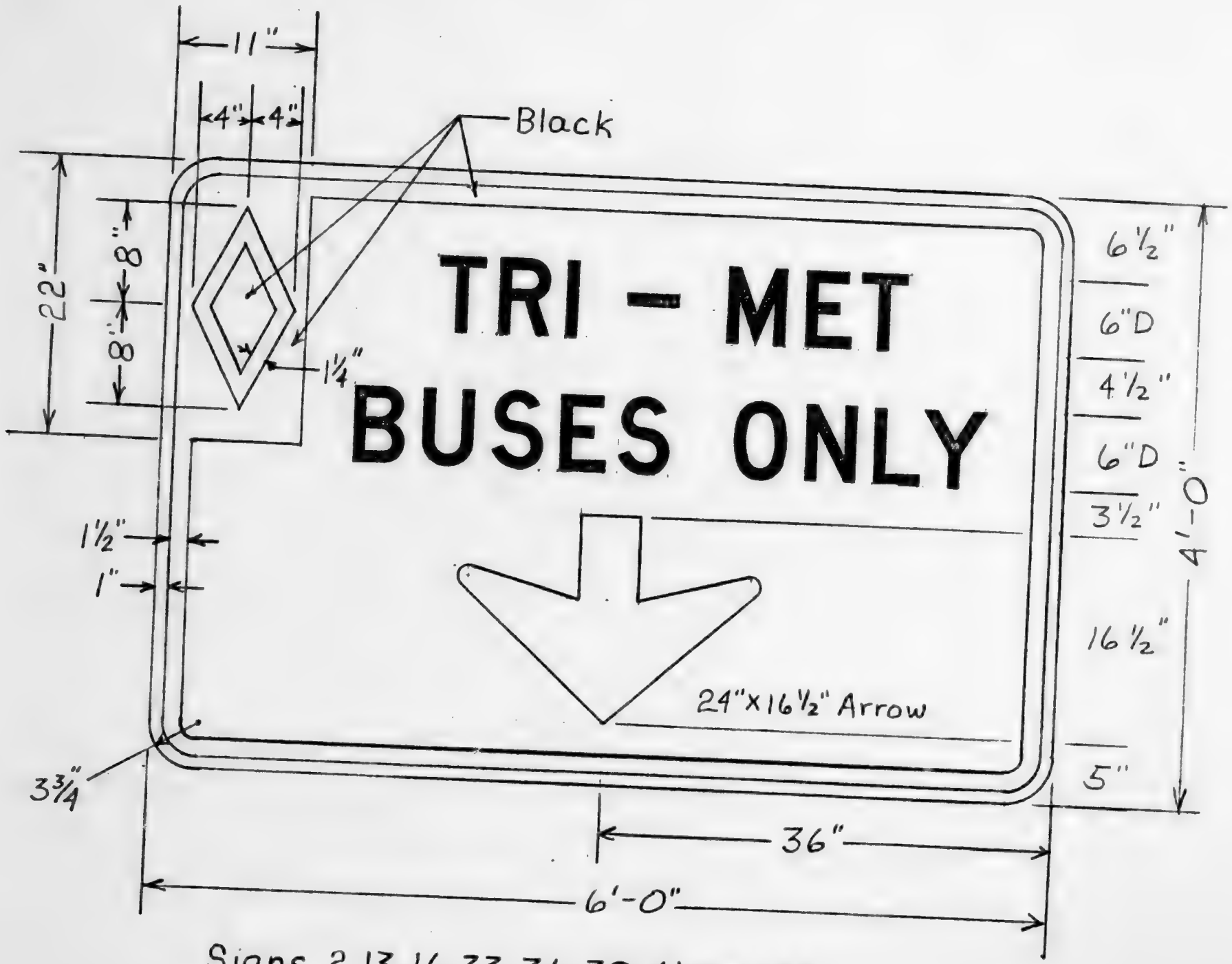
By a copy of this letter I am asking the Road Design Section to make these sign revisions on the contract sign plans.

L. E. George
Traffic Engineer

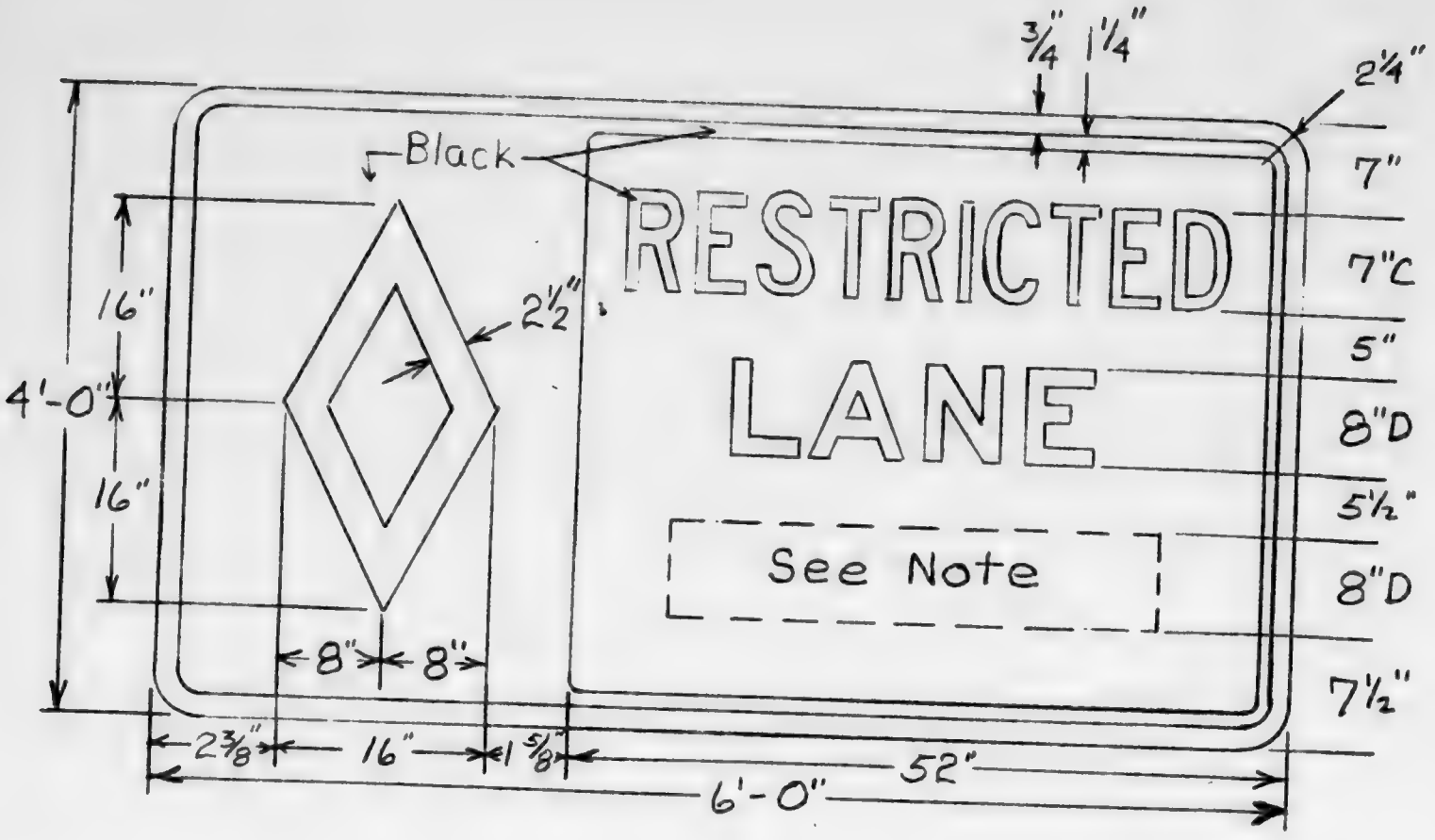
ELS:rj
Attachment
cc: Vern Butzer
R. N. Bothman
R. L. Schroeder
J. H. Versteeg
Bill Beard

NOTED
R. L. SCHROEDER

RECEIVED
JAN 27 1976
Office of
Assistant State Highway Engineer



Signs 2, 13, 16, 33, 36, 38, 41 and 44



Not to scale

NOTE: Use "AHEAD" For sign 46
Use "ENDS" for signs 4 and 42

BANFIELD FREEWAY

High-Occupancy Vehicle Lanes

Progress Report

NOTED
E. S. HUNTER

The Banfield HOV lane project was initiated December 15, 1975. Ten Banfield express buses, operating from east county park-and-ride lots to the central business district, began operating on December 1, running with traffic until December 15. Prior express buses from east county were diverted to the Banfield on December 1, in traffic, then to the HOV lanes on December 15.

The following data provides the first preliminary information based upon operations during the Christmas and New Year season. The data, therefore, does not reflect an evaluation of the normal operations of the HOV lane and express buses.

Three indicators, visible to the public, are evident after the first two weeks of operation:

1. The average vehicular speed westbound during the morning peak hours during the last six-months period before the HOV lane operation was 35 m.p.h. The average speed during November was 32 m.p.h. The speed of the lanes designated for all vehicles during the last two weeks of December (with HOV lanes) increased to 40 m.p.h., a 25 per cent increase in vehicle speed and benefit to the public in the morning peak hour.

   The average speed eastbound during the evening peak hours during the last six months prior to the HOV lane was 25 m.p.h. The average speed during November was 18 m.p.h. The speed after initiation of the HOV lane increased to 41 m.p.h. This is in excess of 200 per cent increase in speed and equivalent saving to the motorist.

   These are average speeds, monitored during the peak hours on weekdays, between Union Avenue and 82nd Avenue. The average speed in the HOV lane is 45 m.p.h.

2. The vehicular use of the HOV lane provides the following: During the last week of December (the New Year week), the bus ridership during the morning peak hour was 420 riders in 17 buses. The ridership during the evening peak hour was 570 riders in 22 buses.

   Ten of these buses are "Banfield Flyers" which carried 93 passengers eastbound in the evening, and 106 passengers westbound in the morning. The remainder of the ridership was from the east county express buses using the HOV lane.

   The westbound morning peak hour use of the HOV lane was 120 vehicles each hour. The evening peak hour HOV lane use was 200 vehicles.

S/H

NOTED
R. L. SCHROEDER

RECEIVED
JAN 23 1976
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

Prior to installation of HOV lanes, 1.5 per cent of the autos on the Banfield Freeway carried three or more passengers in the peak hours. Since installation of the HOV lanes, 2.5 per cent of the vehicles are carrying three or more passengers; or, a near 67 per cent increase in the high-occupancy vehicles on the Banfield.

In order to free-up the auto lanes assigned to all vehicles, thereby providing for a successful solution of the congestion on the Banfield, it will be necessary to increase the vehicles with three or more passengers to 14 per cent, or to pickup a corresponding number of riders in the express buses operating in the corridor, or a combination of both.

The effect of diverting the above vehicles from the auto lanes during the morning peak hours to the HOV lane has resulted in reducing the vehicle count in the morning peak hour to a near-satisfactory level, with operating speeds at 40 m.p.h. In the evening peak hour it will be necessary to remove an additional 200 vehicles from the auto lanes to the HOV lanes, either with those riders using carpools or buses, in order to provide for satisfactory operation of the Banfield during the congested evening peak hours.

3. The third element of the HOV lane, obvious to the public, is the accidents with the initiation of this project. Prior to the start of the project, one accident occurred about every other day on the Banfield Freeway. Since installation of the HOV lane on December 15, there has been an average of two accidents a day. The number of fatalities has been reduced to zero; the number of injuries has been reduced to one. The type of accidents that have been developing are rear-end and side-swipe. Most of them occur at the westbound on ramps. Construction work at the 57th Street ramp began this week and is scheduled for completion at the end of the week. Work has been ordered to lengthen the ramp at 33rd Avenue, and a study is underway to lengthen the ramp at 82nd Avenue.

The initiation of a new configuration of this magnitude is anticipated to cause the developing type of accidents until the driver is re-oriented to the new configuration. The safety devices that have been added to the freeway have resulted in a substantial reduction in the injury accidents on the project. The new configuration has resulted in the increase in minor accidents.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

8259

13

DEPARTMENT OF
STATE POLICE

NOTED
E. S. HUNTER

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

January 22, 1976

Mr. F. B. Klaboe, Administrator
and State Highway Engineer
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

Attached for your information is report by 2nd Lieutenant J. R. Phillips, Commander of our Multnomah station, concerning the HOV lanes on the Banfield Freeway.

Sincerely,

Robert R. Fisher, Superintendent

By

M. L. Acheson, Lieutenant
Traffic Division

km
Enclosure

cc. Captain V. L. Kezar
Lieutenant J. R. Phillips

RECEIVED
JAN 28 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 23 '76
REFER TO
ESH
FOR

c/ Bathurst
1-28-76

Form 3a—30M

TIME 3:14AM

Place Multnomah

Subject INFORMATION-Supplement

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

County Multnomah

January 21, 1976

INTERSTATE 30N (Banfield Freeway)
Banfield Advisory Committee

Refer to report by writer dated April 4, 1975, and supplemental reports.

The writer, accompanied by Lieutenant L. W. Brockway, attended the HOV Lane meeting on January 15, 1975. A review of the entire system was conducted.

Mr. Jim Wyler advised that the emergency telephone system was partially operational and would be completed by this date.

Several graphs have been started and will be maintained by Oregon State Highway Department covering traffic volume, people volume, accident frequency, etc. The accident graph reveals a skyrocket effect especially westbound at 57th on-ramp and 82nd Avenue on-ramp. The figures were obtained from Department of Motor Vehicles.

Representatives from Tri-Met displayed charts showing a small increase in passengers during the peak hours.

The main objective of the Committee in relation to the operation of the HOV Lane is to transport 2,000 people in the HOV Lane during peak traffic hours. This hopefully will be accomplished by the end of the first year of operation, which will be December 15, 1976. The people count now is estimated at one thousand, based on the Tri-Met passenger count and car pool count in the HOV Lane.

A considerable amount of discussion was conducted regarding the restricted use of the HOV Lane on a twenty-four hour basis. Mr. Tom Sears, Hollywood Kiwanis, suggested that the westbound HOV Lane be restricted from 6:00AM to 8:00AM only. The eastbound HOV Lane be restricted only during the hours of 4:00PM to 6:00PM. The writer suggested a restriction of 6AM to 9AM westbound and a 4:00PM - 7:00PM eastbound. This time element would or should allow for any major accidents or incidents occurring, where restriction would be beneficial to those on a scene of this nature. Tri-Met people are firmly against such an alternative. Department of Environmental people are also against an operation of the type suggested. They apparently would have to conduct a number of tests and surveys in

Form 3a—30M

TIME 2:14PM

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

Place Multnomah

County Multnomah

Subject INFORMATION-Supplement

January 21, 19 76

an attempt to determine what would happen so far as vehicle emission and air pollution is concerned. This type of operation on the freeway would require their approval no matter what the circumstances are.

The next Committee meeting will be held on February 19, 1976, at 2:00PM.

James R. Phillips

308-19, James R. Phillips, 2nd Lt.

JRP/jkc

8259

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1436
(310)

January 21, 1976
Portland, OR 97213

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Banfield Freeway
HOV lane evaluation data

TO: MEMO TO THE FILE

Attached is a compilation of the comparison data collected on the subject demonstration project after the first thirty days of operation.

ebg

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
E. L. Hardt
E. J. Valach

attachment

NOTED
E. S. HUNTER
cc John Cauley
1-23-76

RECEIVED
STATE HWY ENGR
JAN 22 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Preliminary Evaluation Data

The following evaluation of the Banfield HOV lane is based upon data taken during the first thirty days of operation:

The average weekday traffic volumes in the corridor indicate no diversion of traffic from the freeway to adjacent boulevards. This information is inconclusive to ascertain whether any traffic has been diverted from the boulevards to the freeway.

Corridor Average Weekday Volumes

	Freeway	Adjacent Arterial Boulevards (Sandy, Broadway, Burnside)
January 1975	96,000	- -
February	97,000	- -
March	102,000	- -
April	102,000	- -
May	104,000	- -
June	108,000	- -
July	106,000	- -
August	106,000	- -
September	101,000	73,000
October	102,000	- -
November	98,000	69,000
December	100,000	75,000
January 1976	98,000	72,000

A substantial improvment in the speed in the peak hours over the entire five-mile section has occurred since initiation of the HOV lane project.

Average peak-hour speeds for 5-mile project

Before	(Six months)	a.m. 38 m.p.h.	p.m.	29 m.p.h.
After	(One month)	a.m. 40 m.p.h.	p.m.	40 m.p.h.

The peak-hour auto occupancy has increased 2 per cent since initiation of the project, the percentage of carpool, or three-or-more-occupant vehicles has increased from 3 per cent to 5 per cent of the total number of vehicles on the freeway. The occupancy rate in the HOV lanes is 2.507. The violation rate is 30 per cent of those vehicles using the HOV lane. The percentage of violation of the total vehicles on the freeway is small.

Peak-hour auto occupancy

Occupancy rate for freeway	a.m.	p.m.	average
Before (3 months)	1.215	1.302	1.265
After	1.239	1.319	1.287

% 1-2-3-occupants/auto for fwy.	1	2	3	1	2	3	1	2	3
Before	80	18	2	73	23	4	76	21	3
After	80	16	4	74	21	5	76	19	5
% 1-2-3-occupants/auto HOVL only									
After	27	12	61	15	8	77	20	9	71

The total utilization of the HOVL during the first month has been nominal. Average peak-hour usage in the a.m. is 23 buses and 121 vehicles. The p.m. usage has reached 32 buses and 199 vehicles.

The"Banfield Flyers" are carrying 153 passengers in the a.m. and 143 passengers in the p.m. peak hours. The total bus ridership in the a.m. is 447 and the p.m. peak hour is 571.

HOVL vehicles are carrying 461 occupants in the a.m. and 661 occupants in the p.m. peak hour.

The HOVLs are carrying 808 persons in the a.m. and 1232 persons in the p.m. peak hour. The auto lanes are carrying 4333 persons in the a.m. and 4668 persons in the p.m. peak hour.

The HOVL is carrying 18 per cent of the person trips.

X 3 5 7

15

ROBERT W. STRAUB
GOVERNOR

JAN 21 '76
REFER TO
FOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 20, 1976

Mr. Dave Newton
1644 N.E. 153rd Place
Portland, Oregon 97230

Dear Mr. Newton:

Governor Straub is on vacation until late January and has asked me to respond to your letter.

State and local officials are making a maximum effort to provide suitable facilities on the Banfield and I-205 Freeways for both present and future transportation needs.

Support and assistance from all the residents and users of the transportation system in Portland will be needed in order to assure that a satisfactory system is provided to meet the goals of the metropolitan Portland area.

I am confident that the public participation process being followed will lead to a proper and satisfactory solution. Your taking the time to write to express your views is a part of this process and I appreciate your interest.

Sincerely,

Keith Burns
Executive Assistant

KB:hb

bcc Department of Transportation

NOTED
MARIE STEPHENS

COPY

Ref.

Dave Newton

0041 9

Please prepare draft reply for Governor's signature by 1-16
Thank you.

Lamp.

January 3, 1976

RECEIVED
JAN 6 1976
Governor's Office

Governor Bob Straub
State Capital Bldg.
Salem, Oregon 97301

Dear Governor Straub:

Billboards purchased at taxpayers expense say, "Express yourself on the Banfield!" So I will. And on I-205 as well.

What has been done to the Banfield and what an oppressive bureaucracy proposes to do to I-205 are two of the hugest rip-offs ever to be perpetrated on the public. There is no effort here at all to serve the public at large. Only a small vested interest will profit. The rest of us will put up with more noise, more dirt, more pollution, more congestion, more crime. More of everything bad that big cities now wallow in.

I would suggest that you take action to get those silly little bus signs and diamonds off the Banfield and turn it back to a highway for everybody. Then lend your support to I-205 as it was originally designed. No expensive, private, usually empty, bus lanes funneling more people into downtown Portland. Please don't give us the nonsense about congestion and pollution. What could be more congested and polluted than downtown Portland.

Put your support where it will do the most good for the most people!

Yours truly,
Dave Newton

cy/Multnomah County Commissioners.
State Highway Department

RECEIVED
STATE HWY ENGR
JAN 8 '76
REFER TO
FOR
Sec. Asst. Dir. Chf. Engr. Engr. Spec. Asst. Asst. File

RECEIVED
JAN 7 1976
OFFICE
DIRECTOR of TRANSPORTATION

GSH

1644 N.E.153 Place, Portland, Oregon 97230

8257

ENGR

JAN 16 '76

REFER TO

FWR

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 15, 1976

Mr. John W. Holmes
3309 S.W. Idaho Street
Portland, Oregon 97201

Dear Mr. Holmes:

Governor Straub is on vacation until late January and has asked me to respond to your letter concerning the Banfield Freeway.

I have reviewed the police report on the accident to which you refer. The police report indicates the cause of the accident was due to the inattention on the part of the driver of the vehicle which struck you. This is based upon that driver's statement that "she was east bound on the freeway and realized too late that traffic had stopped in front of her."

There were two lanes for all passenger cars and buses prior to the time the high occupancy vehicle (HOV) lanes were established and there still are two such lanes. In addition, there is the HOV lane for busesand cars with 3 or more people. Therefore, there should ordinarily be less traffic in the original two lanes because buses and high occupan y passenger cars are using the HOV lane. I do not understand how the establishment of the HOV lanes could have in any way contributed to the accident.

I do appreciate your support of a mass transit system. The high occupancy vehicle lanes have been created in an attempt to encourage commuters to use more efficient means of travel. As you know, the Banfield is a very congested highway now and is getting worse each year. On the average, only 1.2 persons occupy each car using this highway.

If people would make more use of buses and join together to form carpools, the congestion we now have would

COPY

NOTED
F. B. KLABOE

largely disappear and, for the most part, would elimiate the need to increase highway capacity and to add more parking spaces downtown.

Sincerely,

KEITH BURNS

KB:bh

bcc: DOT

004127

Please prepare draft reply
for Governor's signature
by 1-14
Thank you.

Portland, Oregon
December 31, 1975

JAN 5 1976

Governor Robert Straub
State of Oregon
State Capital Building
Salem, Oregon 97310

Dear Governor Straub,

On December 9, 1975, I was involved in a three car accident at the Halsey Street overpass on the Banfield (I-80N) Freeway in Portland. Even though police cited the person who hit me, I feel you were the real cause of the accident.

Your support of the Banfield Bus Lanes has resulted in not only a waste of tax money, but has also created a threat to taxpayer lives. I am in general support of the plan to develop a viable mass transit system as one method of reducing traffic congestion. However, it was stupid to pick the Banfield freeway in 1975 as the place to conduct the first such experiment in Portland.

I urge you to admit your mistake and call a halt to the experiment before too many accidents occur.

Sincerely,

John W. Holmes

John W. Holmes
3309 S.W. Idaho St.
Portland, OR 97201

JAN 6 '76
REFER TO
FOR
Info
Investigate
Route
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JAN 6 1976
OFFICE
DIRECTOR of TRANSPORTATION

8259 1-15-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
U-323(27)

STATE PROJECT NO.
NE Union Ave. - 82nd Ave.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO.
U-194

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 16 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	January 15, 1976	Primary Route 45	Primary Route 2

GENERAL LOCATION:

US 30 Union Ave. East 4.8 miles (Portland)

GENERAL DESCRIPTION OF WORK:

Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 6-4-75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's January 12, 1976 letter I approve the minor program change adding to the character of the proposed work - "installation of headlight anti-glare screen" (type code Y003) at a total estimated cost of $226,000 - federal funds $176,700.

I concur with the opinion of your Road Design Engineer that experience with the existing flexible plastic blade headlight glare shield experimental project is adequate to support installation on this project without further experimental designation. Proprietary designation is not to be used in this project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-15-76	C E Bernhardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8259

OREGON STATE HIGHWAY DIVISION

January 14, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

STEVEN MC CARTHY
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

I have observed, in monitoring the Banfield Freeway, both during peak and off-peak hours, Tri-Met buses not using the HOV lanes.

This is particularly evident in the off-peak hours. There would appear to be no benefit for buses to use those lanes in off-peak hours, but from the viewpoint of the motorist who is restricted from using those lanes, it would seem all buses should be using them.

In the peak hour I realize there is some problem with the weaving of traffic, yet I have observed some buses effecting that movement successfully. Too many are not using the HOV lanes at all, but travel the entire length of the project in the unrestricted lanes. From the standpoint of limiting the auto's use of those lanes, buses should maximize their use.

If we do drop the preferential treatment, except for peak hours, part of the problem would be solved, but I feel strongly that Tri-Met should make full use of the HOV lanes.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: G. M. Baldwin
F. B. Klaboe

RECEIVED
STATE HWY ENGR
JAN 15 '76
REFER TO
FOR
Info Invest R/D D/R Sign Aut File

8259

OREGON STATE HIGHWAY DIVISION

January 9, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

SHIRLEY HAWORTH
14231 Northeast Sacramento Street
Portland, OR 97230

NOTED
E. S. HUNTE

Thank you for taking the time to give me your opinion on the Banfield Freeway high-occupancy vehicle lane project.

The Oregon State Highway Division was faced with several factors leading to the decision to proceed with the demonstration project initiated December 15, on the Banfield Freeway.

Attempts to provide an additional freeway into Southeast Portland were disapproved by the local governments. The local jurisdictions did not want additional freeways in the metropolitan Portland area.

The people of this region have indicated, through the Clean Air Implementation Plan, the quality for air and noise desirable. Freeways, such as the Banfield, are now exceeding all standards, precluding any construction that would provide additional pollution of air or noise by adding capacity for additional vehicles.

The Highway Division is facing a 6 per cent increase in vehicular travel on freeways in the metropolitan Portland area. The high-occupancy vehicle lane project in the Banfield Freeway was an answer to provide the incentive to carpool or bus, thereby removing traffic from the regular travel lanes.

This is a demonstration project and is constantly being monitored. We are considering many recommendations for either modifying or, as you have suggested, reverting to the original configuration. All suggestions are being evaluated. We feel the operation should be continued for a reasonable period to evaluate this potential method of increasing capacity on freeways without increasing the number of vehicles.

NOTED
F. B. KLABOE

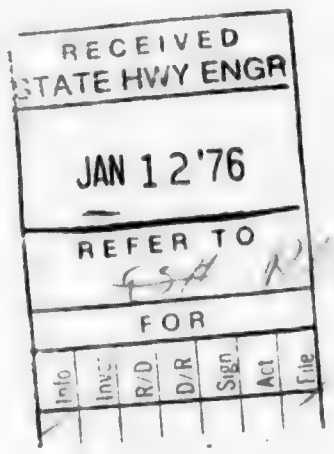
The concrete divider is shiny because the application of opaque paint has not yet been applied, due to winter weather. We have tried to minimize it by placing reflective buttons on the side of the rail, and by painting a yellow stripe at the foot of the rail, similar to what you suggested. Neither has proved satisfactory, and a project is now underway to place a glare screen on top of the divider, similar to the one placed on I-5 south of the Marquam Bridge.

The 45 m.p.h. speed limit has been in effect during the period of construction because of the presence of the contractor's men and equipment there. That speed will be evaluated and a final speed established, based upon the criteria used to set all speed zones in the state of Oregon.

The first evaluation of the high-occupancy vehicle lanes was made during the two weeks of operation surrounded by the Christmas and New Year holiday season. It provides an indication of average speeds determined by monitoring the freeway between the Union Avenue and 82nd Avenue structures. During November the average speed in the evening peak hour was 18 m.p.h., the last two weeks in December it was 41 m.p.h. During November the average speed in the morning peak hour was 32 m.p.h., the last two weeks in December it was 40 m.p.h. The morning peak hour is 7 to 8 a.m., and the evening peak hour is 4:30 to 5:30 p.m. It provides a substantial indication of the increased speeds accomplished by diverting a small percentage of traffic into the HOV lane.

During the last week of December, the bus ridership during the same peak hour in the evening was 570 riders in 22 buses--the bus ridership in the morning peak hour was 420 riders in 17 buses.

Again, thank you for your comments, they will be referred to both the project engineer on the job and to the advisory committee monitoring the project.



ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Stephen McCarthy
F. B. Klaboe

26-1436
170

January 5, 1976

RE PE PRI PR2 DE
O.S.H.D. - METRO
JAN 5 1976
FILE

Mr. R. N. Bothman
Metropolitan Engineer
State of Oregon Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

I'm writing to "express myself" on the Banfield Freeway.

I have been using the freeway daily, including Saturday and Sunday almost weekly, since its inception which, even at that time, was not really to be considered a freeway. It has always been inadequate as far as "moving" the traffic. Now, however, it is not only not a freeway, it is not even a good, effective highway.

I am completely in disagreement over the new arrangement and would like to state my reasons:

1. The safety factor, whatever it was before, is not very good. The emergency turnouts are too far apart, the center cement divider is extremely shiney, especially in night driving, much worse when wet, reflections are horrible and I feel there should be a white line painted at the base of the divider where it meets the roadway. The narrowing of the lanes is not really all that bad but not really all that good either.

2. Even though there is the lessening to some degree in hazard situations, the 45 mile an hour speed limit is absolutely ridiculous. In certain driving conditions 45 miles per hour, I realize, will never be attained due to the high traffic usage, however, with common sense driving and in the lesser usage hours of the day and night, 45 miles per hour is unrealistic and frustrating.

3. Finally, I think, my biggest complaint is the new bus and three person carpool lane. As I've said before, I use the freeway seven days a week, including the morning and evening "five day week rush hour". Since December 15, 1975 I haven't seen more than one or two cars each morning and evening using the extra lane nor have I seen more than 2 buses in that lane "ever". Last week one evening, however, going home from work, there were many cars using the bus and carpool lane out of complete frustration, I'm sure. "Our" two lanes were moving along very slowly as we were bumper-to-bumper and no one, "absolutely no one" was using the carpool lane, so - - - -, others at that point decided to use it. Had I used it I'm sure the State

Police would have "caught" me so I stayed in my lane, however, it was very hard to do.

That freeway did indeed need another lane, and it has been as well done as possible with what there was to work with, however, we all need that extra lane not just those for whom it was designed since there is not that heavy kind of usage. I know the ideal situation is to have a carpool, or ride the bus, however, a great many of us are not able to work out this kind of situation and believe me, financially, if for no other reason if some of us could, carpooling it would be nice but there are lots of reasons why most of us aren't able to work this out. If the gasoline scare didn't push more of us into carpooling or busing, and the price of gasoline being what it is at the moment, an extra lane on the freeway certainly isn't going to encourage busing and/or carpooling.

If there is going to be a public hearing in the near future, or ever, I would certainly be interested in being aware of it as I would very much like to be in attendance.

These are my thoughts which I felt I had to finally voice. I certainly hope this is not a permanent situation and that the Banfield express lane will be reconsidered. Thank you for taking the time to read my letter.

Sincerely,

Shirley Haworth

Shirley Haworth
14231 N. E. Sacramento Street
Portland, Oregon 97230

cc: Steve McCarthy
Assistant General Manager
Tri-Met
520 S. W. Yamhill Street
Portland, Oregon 97204

Opinion

1-9-76

NOTED
E. S. HUNTER

Future Transit Imperatives

The most valid public criticism of the Banfield Freeway experiment — which restricts one lane to buses and private vehicles with a minimum of three persons — is its application to all hours of the day and weekends.

Officials of the State Department of Transportation, along with Tri-Met and city and county governments, are weighing a decision which would free up the special lane to all vehicles during other than normally heavy traffic periods.

In our view, this modification should be adopted. By lessening public irritation, it would gain greater acceptance of the main objective of moving more people in fewer vehicles during the rush hours.

While results of the experiment so far are not up to expectations, enough more people are riding buses and carpooling, or taking other routes, to have reduced total Banfield traffic by an estimated 5,000 vehicles a day. This is an improvement sufficient to justify continuing the effort to break down the one-commuter-one-car syndrome.

The one factor which would make this effort a howling success would be another Arab oil boycott. Hopefully there won't be another, but transportation planners have no other choice than to think in terms of a future in which we cannot afford to be as wasteful of fuel as we are now.

That is not the only consideration. Sensible land use in this growingly crowded metropolitan area is a major one.

George Baldwin, state transportation administrator, is emphatic in his belief that we cannot afford the space which would be needed to accommodate anticipated traffic growth curves based on our old driving habits.

Greater use of mass transit and more car pooling have to be the wave of the future. Even assuming public acceptance of these changes, vast sums will have to be spent on traffic and transitway improvements; and highway officials are scratching their heads over where the money is coming from.

An objective of the Banfield experiment is to point the way to what we must do in the future on much larger scale.

RECEIVED
JAN 12 1976.
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 8, 1976

FROM: F. E. Terpin
Final Design Engineer

SUBJECT: Union Avenue-82nd Avenue Section
Columbia River Highway
Multnomah County

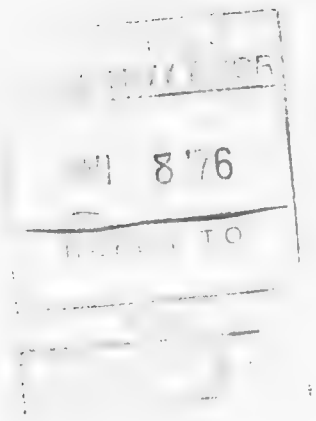
TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

The height of the blades on the subject glare screen project will be adjusted as required to provide for adequate stopping sight distance in the same manner that was done on the Marquam Bridge-S. W. Spring Garden Street Section of the Pacific Highway.

On tangents and curves of moderate degree the blades will be 24" high. One curve (Sta. 89+50 to Sta. 99+50) is sharp enough that a reduction in height to 14" is necessary to provide adequate stopping sight distance. A transition length consisting of blades 18" long is being provided between the 24" blades and the 14" blades.

FET:az
cc: F. B. Klaboe
R. N. Bothman
C. G. Swenson
F. Eriksen



1252-K

January 8, 1976

Ms. Mary K. Taylor
1401 N.E. 72nd Avenue
Portland, Oregon 97213

Dear Ms. Taylor:

The Banfield Freeway high-occupancy vehicle lanes project is an attempt to carry more people in fewer vehicles on an existing highway.

This approach is responsive to social and environmental concerns of the metropolitan Portland area. Neither funds nor land areas are available in sufficient quantity to provide highway capacity for the continued growth of one person-one car use.

The problems you experienced at the 57th Street on-ramp have been recognized and are being addressed. A stop sign was installed the last week of December as a temporary solution until an acceleration lane can be constructed to allow an easy access to the freeway. I anticipate the construction of that lane will be finished during the first two weeks in January.

You are correct--the restricted lane is only needed during the three peak-hours, morning and afternoon. However, by the same token, the need for an additional lane is not required in the off-peak hours due to fewer vehicles using the highway. We felt the initiation of the first restricted lane in Oregon would be more simple to control if the restriction was placed on a full-time basis. Allowing full use of the restricted lane during the off-peak hours has been considered and will be subject to future consideration.

The overall project is being done as a demonstration project with a time-responsive monitoring element which means that it is being constantly monitored. It is an innovation in transportation facilities and many of the answers are simply not known.

In response to your comment on the Hawthorne Bridge--you are correct in the meaning of the word "exit." In this case, the word "exit" means an exit from the highway on which your vehicle is traveling. In the case you mention, the "Exit Only" sign is to

indicate that if you are in that lane, such as on Front Avenue, you can exit only to the Hawthorne Bridge.

Your comments on the Banfield Freeway are appreciated and will be considered by the advisory group monitoring the project.

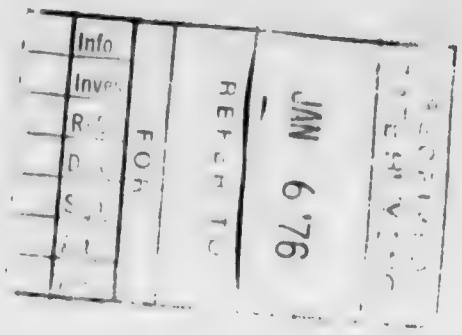
Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
R. N. Bothman

RNB:ebg srb

December 22, 1975



State Highway Commission
Salem, Oregon

Gentlemen:

I am very concerned about the death trap situation at the 57th Ave. West bound on ramp, created by the latest Banfield freeway construction.

I use this entry every morning and cannot believe that engineers would allow such a hazardous approach.

It is impossible to see traffic on the freeway since you are driving up out of a tunnel directly into a lane of traffic. Not only do you risk being hit by the oncoming lane of cars but you risk being hit in the rear from the cars coming round the curve in the tunnel especially those who don't realize that there is no merging lane.

I have seen four accidents there lately and expect there have been more.

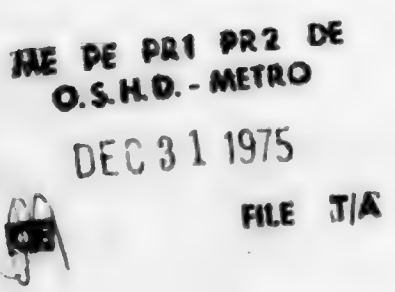
This area certainly could use some observation. At least the entry should be posted as to the danger ahead,not only at the point of merging but also at the start of the tunnel.

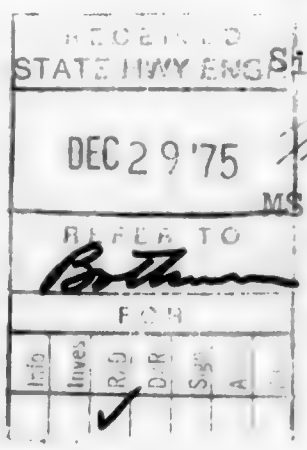
I feel because of my frequent use of this entry and my observance of many close calls that there will be a serious life taking accident here unless something is done to make this approach safer.

I have also observed that the restricted lane is hardly used. It seems such a waste that all the other traffic struggles along while one lane remains virtually empty. It would seem to me the need for a restricted lane would be only during peak traffic hours, say 7:00 a.m. to 9:00a.m. and 4:00 p.m. to 6:30 p.m. Besides, I feel the restricted lane is of tooshort distance to be effective.

Another point concerns the Hawthorne Bridge on ramp from Front Ave. North bound. The entry is posted exit only. This terminology is confusing since exit means, according to the dictionary, the act of going out of or going away. I am of the thinking that this is a bridge approach not a departure.

Hopefully, you have the necessary personnel to look into the matter.





Sincerely,

Mary Kay Taylor

Ms. Mary Kay Taylor

MS. MARY KAY TAYLOR
1401 N. E. 72nd AVE.
PORTLAND, OREGON
97213

8259

STATE OF OREG[illegible]

INTERO[illegible]ICE MEMO

NOTED
E. S. HUNTE[illegible]

TO: George Baldwin, Fred Klaboe,
Bob Royer, Ted Spence

DATE: January 7, 1976

FROM: Fred Miller
Special Assistant for Policy Research

SUBJECT: Value of Time Savings and HOV Lanes

Our recent discussions in Mr. Baldwin's office concerning traffic counts on HOV lanes reminded me of a Stanford Research Institute study which is summarized on the attached FHWA notice. The study attempted to place a value on driver's time based on trip purpose, income level, and most important for the point I am making, number of minutes saved per trip.

Among other things, the study concluded that saving only a few minutes per trip is not very important for people involved in driving to work or on personal business. Before per trip time savings are valued at a relatively high amount, the driver must save in the range of ten to twenty minutes.

If the study's conclusions are correct, one might predict that traffic flow improvements which provide only nominal time savings (less than five minutes?) would not be expected to alter driving habits appreciably. Of course, vehicle operating cost savings are also a factor, but time savings represent perhaps three-fourths of the user benefits arising from highway improvements.

One possible idea for future projects (e.g., the proposed Banfield HOV lanes) is that smooth connections to downtown and improved parking for carpoolers may provide sufficient additional time savings to encourage a larger shift to HOV's than we would predict based on current experience.

lsc
Attachment

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JAN 12 1976
Office of
Assistant State Highway Engineer

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JAN 7 '76
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81-125-1387

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JAN 12 1973
Office of
Assistant State Highway Engineer

Date of Return

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA NOTICE
Research Report--The Value of Time Saved by Trip Purpose	

March 2, 1973

HRS-41

The Research report, The Value of Time Saved by Trip Purpose, was prepared by Stanford Research Institute under an administrative contract with the Federal Highway Administration. The report presents estimates of the value of travel time savings as a function of three factors--amount of time saved, income level, and trip purpose--all of which have considerable influence on the value of time saved. The report has implications in a wide variety of engineering economy analyses. It should be of value to Highway Administrators, Planners and Design Engineers, as well as to Economists, Traffic Engineers and others. Copies of the report are attached.

Summary of Results

Table 1 provides an abbreviated summary of several tables in the report. It shows clearly that a universal value of time of $3 per hour, or any other fixed value, is not appropriate. It also shows that, except for vacation trips, time savings of 1 to 3 minutes per trip are always valued at less than $1 per person per hour and, for lower income groups, such small time savings are valued at less than 10 cents per person per hour. People placed these values on their own time when confronted with a choice between a toll road which saved them time and a free road which required more time.

The findings may pose some difficulties in evaluating traffic engineering improvements, such as improved signals, signal timing, one-way streets, ramp metering, and parking restrictions. Although each of the improvements may produce only small time savings, in the aggregate, trip savings of 10 minutes or more may result. It is clear that in evaluating traffic engineering improvements more emphasis should be placed on trip savings due to a sequence of such improvements. Similar comments apply to engineering economy evaluations in connection with planning and design studies.

RECEIVED
MAR 26 1973
PLANNING SECTION

W. H. Tobean

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MAR 12 '73
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STATE HWY ENGR

R. E. ROYER

Table 1 also shows that evaluations of engineering improvements will need to consider the distribution of income level of people using the improvement and the distribution of trip purpose. Routes heavily used by vacationers, for example, can justify expenditures for small time savings per trip more readily than other routes.

Attachment: (Special distribution under separate cover)

Charles F. Scheffey
Director, Office of Research

Table 1 Equivalent Values of Time Savings
(Dollars per person per hour)

Trip Purpose	Time Savings Per Trip (Minutes)	Income Level < $4,000	$6,000-$8,000	$10,000-$12,000	> $20,000
Work	1	.07	.16	.33	.92
	3	.07	.16	.33	.92
	10	.22	.76	1.79	3.66
	20	.47	1.56	2.82	4.62
	40	.40	1.53	2.71	4.37
Social-Recreational	1	.00	.02	.07	.60
	3	.00	.02	.07	.60
	10	.00	.08	.97	5.23
	20	.02	.64	3.35	7.48
Personal Business	1	.00	.00	.01	.21
	3	.00	.00	.01	.21
	10	.00	.01	.71	6.65
	20	.01	1.39	5.98	12.40
	30	.05	3.41	8.12	14.87
Vacation	1	2.61	3.40	4.36	6.10
	3	2.61	3.40	4.90	6.10
	10	1.49	2.45	3.73	6.08
	20	.96	2.17	3.81	6.52
	30	.80	2.20	3.98	6.68
School	1	.00	.00	.01	.04
	3	.00	.00	.01	.04
	10	.00	.01	.09	1.86
	20	.00	.16	2.01	5.22

5259.

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 26-1436
(100)

January 6, 1976
Portland, OR 97213

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Banfield HOV lanes

NOTED
E. S. HUNTER

TO: MAX J. KLOTZ
Metro Planning Engineer

I met with Hardt, Craft, Street, and Kuchinka to review this construction project. A review of the alternatives for the turnout at Barker Furniture determined only one acceptable--to proceed with a concrete wall at an estimated cost of $50,000.

In evaluating the accident statistics to date, the priority to justify construction of the turnout is not sufficient at this time. The decision was made to proceed without the turnout at Barker Furniture.

The first priority was established to proceed with extension of the acceleration lane, westbound, at 33rd Avenue. This work will start immediately.

The second priority is to proceed with the removal of trees and shrubs in the vicinity of 28th Avenue to improve the sight distance. This work will proceed with maintenance crews immediately.

The third priority is to lengthen the acceleration lane at 82nd Avenue, westbound. The accident picture now at 82nd is equal to that at 57th. Street will develop an alternative for extending the lane at 82nd. If the cost is reasonable, less than $30,000, this work will then proceed promptly.

The installation of the attenuator westbound at 42nd Avenue was discussed. The contractor's estimate is $9,000 for reconstruction. It was the group's opinion that the justification for reconstruction at that cost was not in the cards. Street will attempt a correction at a lesser cost. He will try to swing the westerly end about one foot to provide the clearance.

Peterson discussed the proposal to increase the merging distance at 47th Avenue, eastbound. Further evaluation will be made and discussed at the advisory committee meeting prior to proceeding.

RECEIVED
JAN 9 1976
Office of
Assistant State Highway Engineer

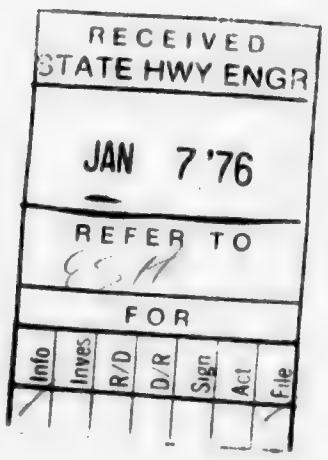
The delineation of the median barrier with pavement buttons and shoulder stripes was discussed as ineffective. The glare screen project was discussed and will have to be scheduled to fit with the completion of the current median contract. I believe the schedule is now for February for the glare screen. The delay in obtaining the paddles will be about ninety days, which should provide for painting and finishing of the median rail by the current contract.

Paint of the median barrier was discussed. It was the group's opinion to proceed to paint the GM rail with state forces this summer, or to extend the time on the contract and have the contractor do it.

The above items should be discussed with your advisory group to keep them up to date and to solicit their opinions on these actions and proposals.

ebg

cc: F. B. Klaboe
E. L. Hardt
Jerry Street



#8259 -

1253-K

January 6, 1976

Mr. Donald E. Veazie
Oregon Mutual Insurance Company
P.O. Box 420
McMinnville, OR 97128

Dear Mr. Veazie:

Thank you for your letter concerning the Banfield Freeway.

The high occupancy vehicle lanes have been created in an attempt to encourage commuters to use more efficient means of travel. As you know, the Banfield is a very congested highway now and is getting worse each year. On the average, only 1.2 persons occupy each car using this highway.

If people would make more use of buses and join together to form carpools, the congestion we now have would largely disappear and, for the most part, would eliminate the need to increase highway capacity and to add more parking spaces downtown.

Simply put, that's what it's all about. I hope the experiment proves successful for the benefit of all.

Sincerely,

Governor

RWS:ky

bcc Department of Transportation

G. M. Baldwin
E. S. Hunter
R. N. Bothman

RNB: dpy
(Prepared for the Governor's signature subject to his approval.)

Since 1894

004022

Please prepare draft reply for Governor's signature by 1-7
Thank you.

RECEIVED
DEC 24 1975
Governor's Office

DONALD E. VEAZIE
FIELD REPRESENTATIVE

#1253

December 22, 1975

Honorable Robert Straub
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

RECEIVED
STATE CAPITOL ENGR.
DEC 29 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

RE: Banfield Freeway

Dear Governor Straub:

I absolutely cannot believe your decision about the bus/car pool lanes on the Banfield Freeway. You have undoubtedly been sold a bill of goods by the Highway Department that is ridiculous.

You are aware that the Banfield freeway has been the most congested freeway in the City of Portland. Now it will be worse! Since the lanes have been narrowed to expand the number of lanes from two to three, the on and off lanes have been eliminated. In order to get on and off the freeway, traffic has to slow down. This in turn slows down all lanes.

Not only will this new bus/car pool lane make violators out of a lot of people, but it will also make traffic more congested.

I personally live Southwest and traffic Canyon Road. This is the least congested freeway of any leaving the Portland area. It presently has three lanes, therefore you could install a bus/car pool lane on this freeway and really jam it up also.

This letter is undoubtedly a waste of time, as anyone that would try to jam this bus/car pool lane down the public's throat would not be interested in an outside opinion.

Very truly yours,

Donald E. Veazie

Donald E. Veazie

DEV/sb

RECEIVED
DEC 26 1975
OFFICE
DIRECTOR of TRANSPORTATION

OREGON MUTUAL INSURANCE COMPANY
P.O. BOX 420 • McMINNVILLE, OREGON 97128 • AREA CODE 503 472-2141

OREGON STATE HIGHWAY DIVISION

January 5, 1976

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

GEORGE R. HULL
7350 Southwest Kimberly Court
Beaverton, OR 97005

The Banfield Freeway high-occupancy-vehicle lanes have been initiated as a benefit to both transit and the single-occupant-car motorist.

Social concerns in Portland have precluded the construction of additional freeways. Environmental standards established for the metropolitan Portland area have placed a limitation on adding vehicle capacity to existing facilities.

With these limitations placed upon the Highway Division, the Banfield project was initiated to carry additional people in a lesser number of vehicles, more efficiently, on an existing freeway.

The project was a "do-able" project; that is, one within the financial ability of the Highway Division, and precluded a larger project eventually planned for the Banfield that will provide standard lane widths and shoulders.

The project is being accomplished as a demonstration project; that is, one with a continuing surveillance, monitored by both an advisory committee and highway staff, to respond to operational problems as well as effectiveness of the project. Its future rests with analysis of that data.

For your information, a benefit to all users has already been realized--400 vehicles have been diverted from the auto lanes during each peak hour. Those riders have gone into buses or carpools in the HOV lane.

I drive the freeway during the peak hours. The morning traffic is operating at nearly satisfactory level; that is, 45 to 50 m.p.h. The afternoon peak hour volumes are about 200 cars above acceptable level to operate at those speeds; therefore, that number of additional carpools and bus riders need to be diverted to the transit system before the freeway will operate at a satisfactory level in the afternoon peak hours.

I hope this information will provide some background data as to the purpose and reasoning behind the Banfield high-occupancy-vehicle lane project.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe

RECEIVED
STATE HWY ENG
JAN 6 '76
REFER TO
FILE
Info
Investigate

26-1456
170

29 Dec. 1975

Sir,

I am writing this letter to express my extreme displeasure with the new HOV lane on the Banfield Freeway. The narrow lanes, lack of a sholder, and reduced speed limit make this throughway a 24 hr. hazzard for all drivers. Further, night journeys were always difficult because of poor lighting and standing water on the road without introducing the possibility of a stalled car in the right hand lane!

The above mentioned safety considerations are reason enough for removing the HOV lane but further insult was added by making the lane useable by selected vehicles at all times, even thouth its exclusive nature is justified for only a few predictable hours on weekdays. The freeway system is used by many people to bypass city traffic as they travel from East to West.

I firmly beleive that any expenditures of highway funds must benefit private automobiles and mass transit equally for they are both needed by the general public. A failier by government officers to realize that need will generare strong civil pressure to block unsatisfactory programs!

In conclusion let me say that I am counting the days until the Banfield Freeway is mended and made fit for all users.

Sincerely,

George R. Hull

George R. Hull
7350 SW Kimberly Ct.
Beaverton Ore. 97005

O.S.H.D. : METRO
JAN 2 1976
FILE

8257

January 5, 1976

Miss Theresa Stein
2407 NE 24th Avenue
Portland, OR 97212

Dear Miss Stein:

Thank you for your letter concerning the Banfield Freeway.

The high occupancy vehicle lanes have been created in an attempt to encourage commuters to use more efficient means of travel. As you undoubtedly know, the Banfield is a very congested highway now and is getting worse each year. On the average, only 1.2 persons occupy each car using this highway.

452-H

If people would make more use of buses and join together to form carpools, the congestion we now have would largely disappear, and, for the most part, would eliminate the need to increase highway capacity and to add more parking spaces downtown.

Simply put, that's what it's all about. I hope the experiment proves successful for the benefit of all.

Sincerely,

Governor

RMA:ks

bc Department of Transportation

bcc George M. Baldwin
E. S. Hunter
R. L. Schroeder
R. N. Bothman - see attached note.

FBK:ms (Prepared for the Governor's signature subject to his approval.)

December 31, 1975

Bob,

Here is a fairly short response that could be used for many of the letters complaining about the HOV lanes.

When rough-drafting letters for the Governor's signature, keep them as short as possible while, at the same time, responding to the questions posed in the letter to the Governor.

Fred

FBK:ms

Portland Oregon
Dec 16, 1975

Gov. Straub
Salem Oregon

DEC 18 1975
Governor's Office

Sir—

After riding on that narrow gauge Banfield freeway, and being an excellent driver myself, I have decided Oregon and many in congress have the finest bunch of skulls without brains. How anyone with a brain would allow those fools to change a good freeway into a death trap and tell us to do defensive driving is beyond me.

If I had millions of dollars I'd sue the whole bunch — then waste all that money — then say if it is a failure it would be put back to two lanes.

As yous now know it is not carrying the traffic it did.

2

Everyone I've talked to won't use it because they feel value their lives. If you don't know an orthopedic injury takes weeks, months and sometimes never forgoes.

Now get that Banfield back to their guidelines and I don't mean maybe years from now

Just tell me (if you can) why the Persian rug has to be put out for inmates. People have the right to use their cars on a Safeco Highway!

As for this energy-pleal that is at last affects every Union in the country has helped to cause it including the worst one the School teachers when they can strike for 12% increase when the schools have to close for

3 lack of funds - Well they sure have no respect for them adults or the youngsters or the tax payers — for twenty plus years I've had to train them after they are released for some employer to train to count above twelve and the alphabet

Thoroughfed up
taxpayer.
Thanks
(Miss) Stein
2407 NE 24th Ave.
Portland Oregon
97212

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

BANFIELD FREEWAY HIGH-OCCUPANCY VEHICLE LANES

JANUARY 1976

ROBERT N. BOTHMAN
ASSISTANT STATE HIGHWAY ENGINEER

Introduction

On December 15, 1975, the Oregon State Highway Division opened high-occupancy vehicle (HOV) lanes on the Banfield Freeway in metropolitan Portland. The opening commenced an experimental effort designed to use preferential lanes to increase vehicle occupancy and reduce congestion.

The project was initiated in January 1975, when the Oregon State Highway Division proposed the project to the city and regional transit agency to solve the severe congestion problems occurring on the Banfield Freeway. The facility had experienced a growth in average daily traffic volumes from 26,000 in 1958, to 100,000 in 1974 (Figure 1). The Banfield was designed to carry 60,000 ADT. The growth rate had stabilized, indicating that the facility was unable to accept further increase in traffic volume. Adjacent, parallel arterials were operating within 100 to 200 vehicles of capacity, and not able to absorb additional traffic diverted from the freeway. It became clearly evident that the accommodation of projected growth needs was conditional to added east/west transportation capacity.

Objectives

A three-fold desire to: (1) increase capacity without resorting to additional paved surface, (2) improve the air quality, and (3) obtain quick improvement, resulted in the proposal to implement high-occupancy vehicle (HOV) lanes as a carpool and bus-use incentive.

The purpose of the project is to relieve traffic congestion in the Banfield corridor, and develop a facility that provides for a flexibility in operation that will aid in the development of a suitable long-term solution.

The general objectives are to: (1) test the feasibility of using exclusive bus and HOV lanes on an established freeway, and (2) lay the foundation for continuing transportation innovation in the Portland metropolitan area.

The specific objectives are to:

1. Assist in implementing the State of Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy, by increasing the person per vehicle ratio on the Banfield;
2. Provide for carpooling and bus-use incentives in the corridor through use of HOV lanes:
3. Reduce traffic congestion on the Banfield Freeway and adjacent arterial streets;
4. Provide a safe transportation facility by improving the roadway surface;
5. Provide a time and fuel savings to the traveler; and
6. Provide an interim, low-cost improvement to the Banfield as an expedient, until such time as a major revision can be accomplished.

Project Setting

The Banfield corridor is situated in the northeast quadrant of metropolitan Portland, and passes through some of the most densely developed residential, commercial, and industrial areas of this sector. Additionally, the East Multnomah County area served by the freeway is one of the faster growing residential sections in Portland, with a projected population increase in excess of 100 per cent by 1990. It is the only east/west freeway from the Portland central business district, and serves as the primary commuter arterial to and from the central business district and the industrial complex to the north.

The freeway is constructed in a natural drainage depression, known as Sullivan's Gulch. The gulch, which begins at grade in the easterly portion of the project area, gradually increases in relief in a westerly direction, where it attains a 20 to 30 foot depth below the adjacent terrain. This meandering depression has long been used as a natural, gentle-grade, transportation route from the Willamette River, east to the Columbia River floodplain.

Prior to the start of project construction in July 1975, the freeway's configuration consisted of a six-lane facility for the western half of the project section, and a four-lane facility for the eastern portion. The overall project length is 4.76 miles.

Project Justification

For the past eight years, peak-hour volumes on the Banfield have exceeded design capacity. Present lane volumes, under peak conditions, vary from 1800 to 2000 vehicles a lane. Levels of service exceed the desired optimum, varying from forced (F) to unstable (E) flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles a day. This is in contrast to the 26,000 vehicles a day in 1958 (Figure 1).

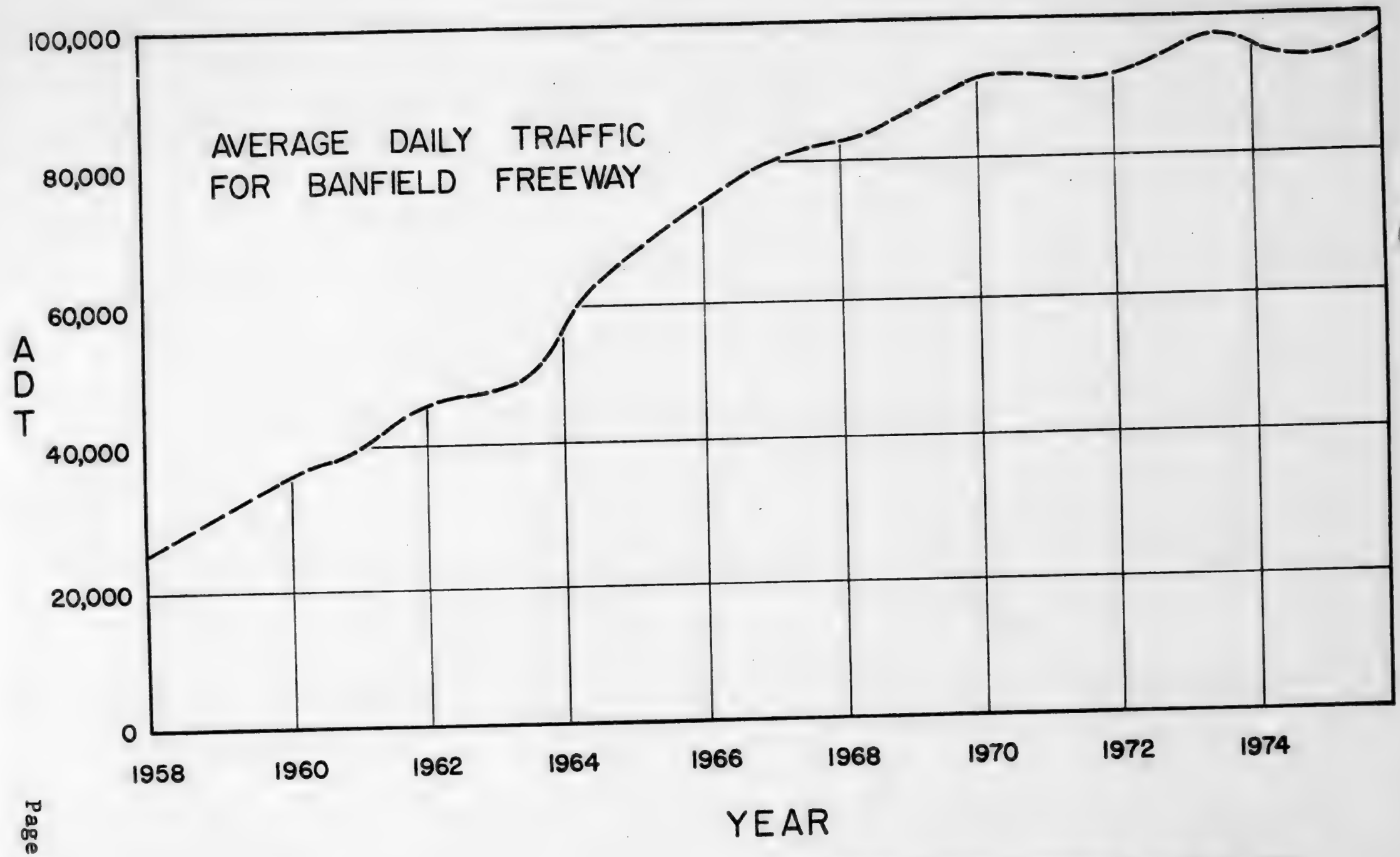
Speed of average peak period traffic indicated the congestion existing immediately prior to project construction (Figure 2). Average speeds drop to 30 m.p.h. for eastbound evening traffic, with westbound morning traffic dropping to 38 m.p.h. over the length of the project.

Traffic growth trends over the past ten years indicated that the peak-hour volumes reached a high in 1967. Since that time, the peak-hour levels have stabilized near the maximum. The lack of any significant increase in the past eight years illustrates that under present conditions the Banfield is not capable of accepting additional traffic in the peak-hour periods. The peak hour has lengthened to a three-hour period in the p.m., and to a two-hour period in the a.m.

The arterial street system in the vicinity of the Banfield has a limited capacity to absorb additional traffic. During the morning peak, under level service D conditions, major parallel arterials could accommodate no more than 100 to 200 additional vehicles. During the afternoon peak, these arterials were already operating at unstable flow conditions.

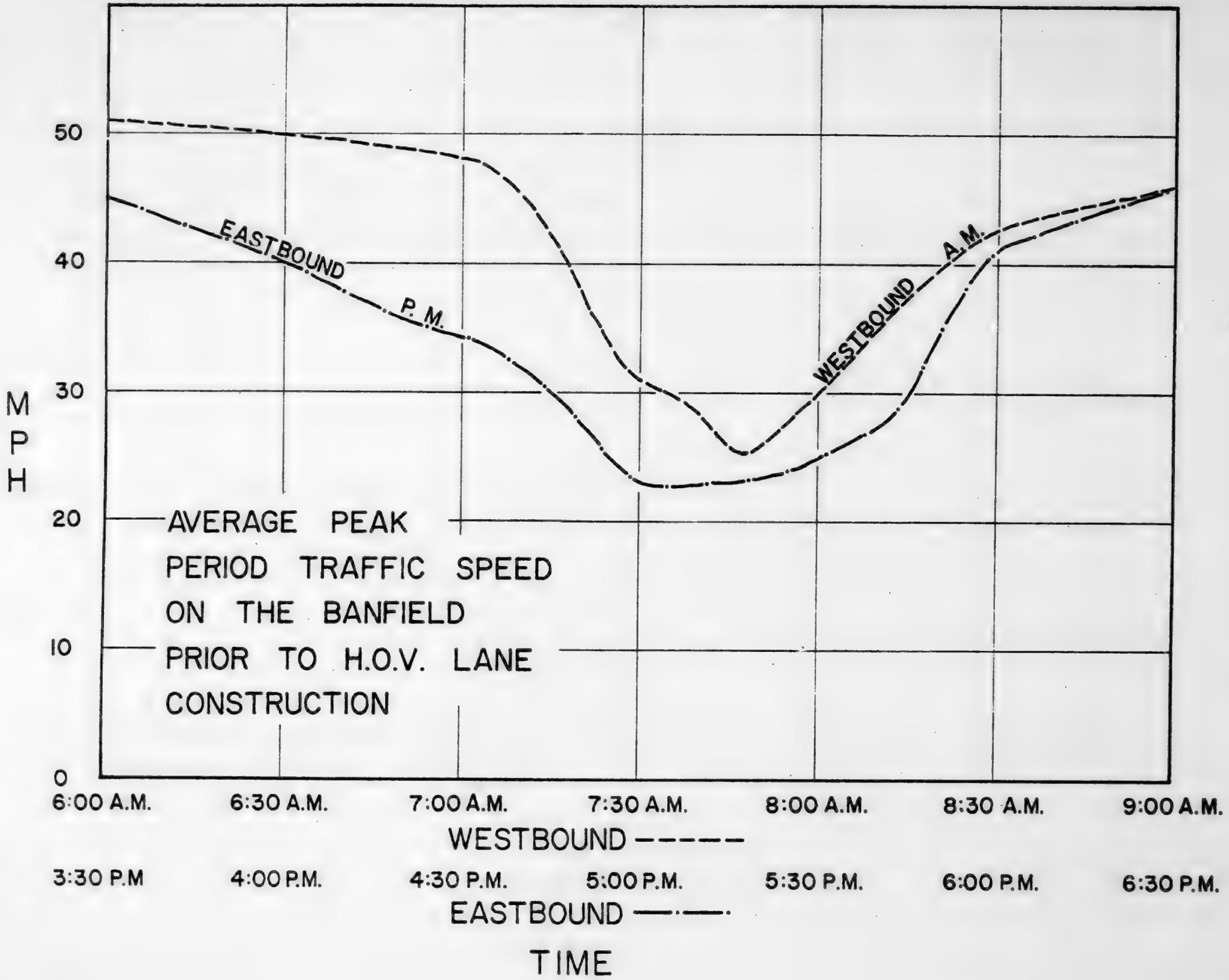
A survey conducted in January 1975, indicated about 23.6 per cent of the vehicles using the Banfield Freeway contained two or more persons. The survey also revealed that 4.2 per cent of the vehicles were carrying three or more persons. The average occupancy per vehicle was 1.3 persons.

Figure 1



Note: Figure 1 represents average daily traffic for all days. Weekday traffic only, would show slightly higher averages.

Figure 2


50
40
30
20
10
0
M
P
H
EASTBOUND
P.M.
WESTBOUND
A.M.
AVERAGE PEAK
PERIOD TRAFFIC SPEED
ON THE BANFIELD
PRIOR TO H.O.V. LANE
CONSTRUCTION
6:00 A.M.
6:30 A.M.
7:00 A.M.
7:30 A.M.
8:00 A.M.
8:30 A.M.
9:00 A.M.
WESTBOUND
3:30 P.M
4:00 P.M.
4:30 P.M.
5:00 P.M.
5:30 P.M.
6:00 P.M.
6:30 P.M.
EASTBOUND
TIME

In addition to the need to alleviate congestion, the existing roadway was badly in need of repair. The extremely heavy use of the Banfield Freeway had caused extensive lane rutting of the asphaltic concrete pavement. This situation presented driving problems in wet weather when standing water created tire hydroplaning, and under both wet and dry conditions created vehicle control problems. Further, median and shoulder barriers were in a degraded condition.

Project Description

In the new roadway,travel lanes occupy all of the pavement between curbs, using the shoulder areas. The high-occupancy vehicle lane is next to the median barrier and provides exclusive use for buses and other vehicles containing three or more people. There is no reduction in the number of lanes available to normal truck and car usage. The additional lane was derived by reducing the width of lanes by 1 foot and using the existing shoulder area. Relative lane widths are 11.5 feet for the outside lane, 11 feet for the center lane, and 12 feet for the inside lane (Figure 3).

Eastbound from the central business district, limiations in the existing cross section prevented the development of an additional lane from the Union Avenue structure (M.P. 0.46) to Northeast 39th Avenue (M.P. 2.55), where the transition section begins (Figure 4). The eastbound HOV lane is fully developed and commences at Northeast 44th Avenue (M.P. 2.88).

The HOV lane designation is terminated at Northeast 74th Avenue (M.P. 4.59), with the actual additional lane ending at Northeast 86th Avenue.

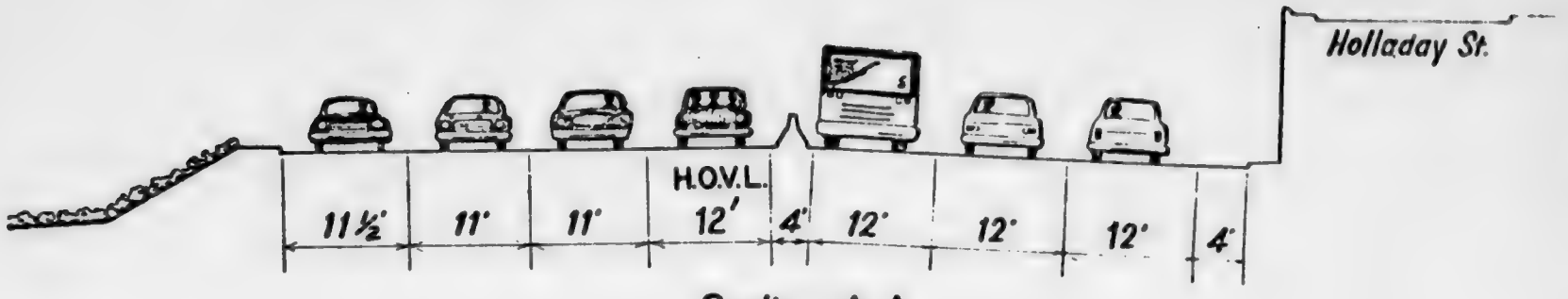
The westbound (inbound) HOV lane begins at Northeast 74th Avenue (M.P. 4.59), and is continued to its designated end at Northeast 21st Avenue (M.P. 1.36), with the actual lane ending at Northeast 14th Avenue (M.P. 0.98). There is no reduction in the number of lanes available to trucks and non-high-occupancy vehicles as a result of this project.

One requirement for the project was the replacement of the metal guardrail with the New Jersey type of concrete median barrier. Precast members were used with the exception of transition sections, terminal sections, and one sawtooth section, where the barrier was cast in place. Concrete shoulder barrier was placed for those structure abutments and columns where the travel lanes were moved to the shoulder area. Exceptions are where continual runs of metal guardrail existed.

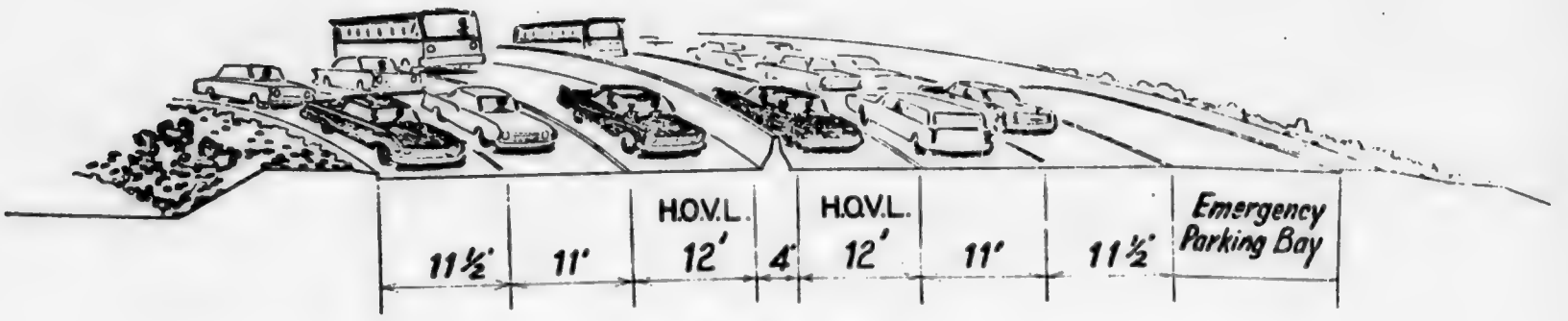
A pavement overlay was included in the project. The surfacing consisted of patching the rutted areas with asphaltic concrete and overlaying the entire area with an open-graded asphaltic concrete.

Restriping of the entire section was necessary. Standard raised-button striping was used in a pattern consisting of 4 opaque and 1 reflectorized buttons in a 15 foot strip, at 40 foot cycles, for the nonrestricted travel lanes; and a continual button stripe containing a reflectorized button every 40 feet for delineation of the HOV lane. The existing illumination along the project section is limited. A lighting improvement was cost prohibitive.

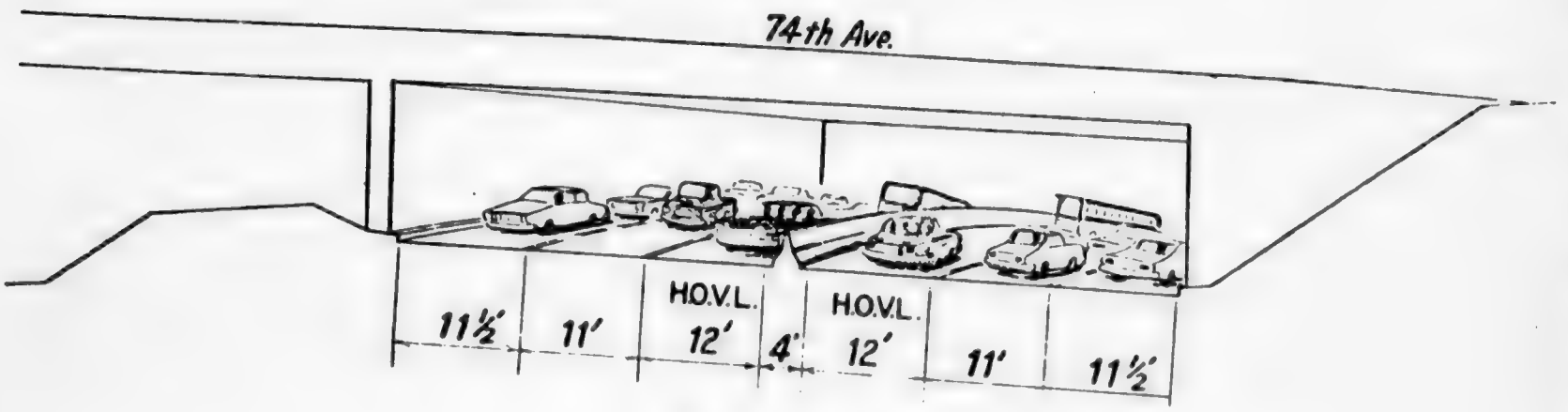
BANFIELD FREEWAY
HIGH OCCUPANCY LANES



Section A-A
Looking East at NE 23rd Ave.



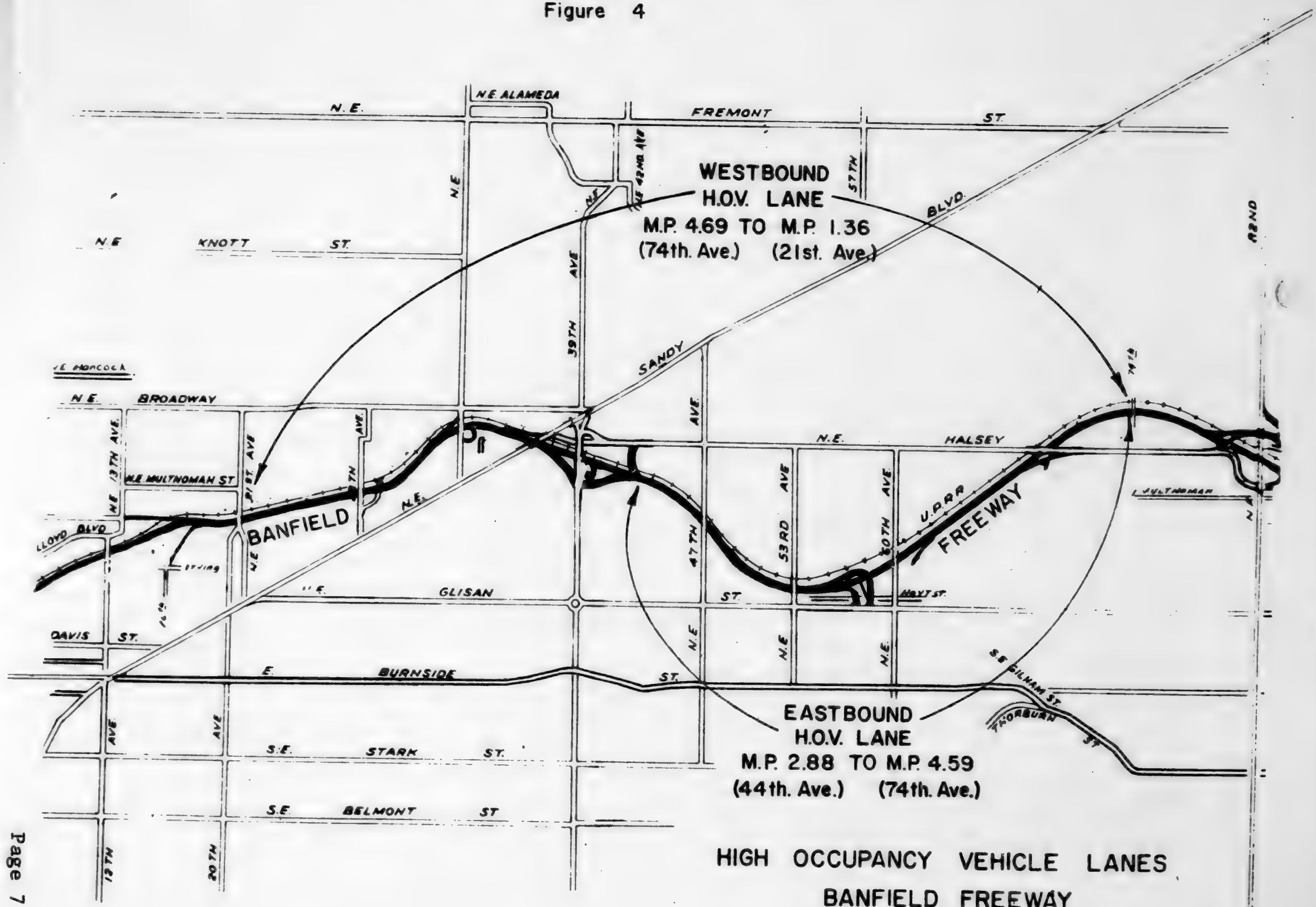
Section B-B
Looking East Near Providence Hospital



Section C-C
Looking East at NE 74th Ave.

Figure 3

Figure 4



HIGH OCCUPANCY VEHICLE LANES
BANFIELD FREEWAY

Pavement buttons were a necessity due to dark sections, the glare of oncoming headlights, a long rainy season, and 11 foot lanes. These factors preclude painted stripes. The buttons provide reflective light, plus a rumble strip if the motorist wanders from the lane.

A louvered glare screen will be installed on the median rail throughout the project section to minimize headlight glare. The screening will consist of 24 inch paddles placed at intervals varying from 30 to 40 inches, dependent on highway alignment. Glare reduction is expected to be 90 per cent.

The transition into the HOV lane, eastbound and westbound, is achieved through a tapered median which moves the alignment of the nonrestricted travel lanes the width of one lane to the right. The shoulder area is eliminated to gain the necessary width for an additional lane. At the completion of moving all traffic to the right, the median taper is reversed, creating an additional lane reserved for high-occupancy vehicles. No lane changing is required for normal traffic. Eligible vehicles choosing to use the HOV lane must move left into the restricted lane. At the terminus of the HOV lanes, the lane continues as a normal travel lane. The right-hand, unrestricted lane is eventually terminated.

Because of the use of the shoulder area, emergency parking bays were constructed along the project section at about 2000 foot intervals. An emergency call box, tied directly to the state police dispatch unit,is located at each bay.

Signing for the HOV lanes consists of:

1. "Restricted Lane Ahead", to provide advance notice of the HOV lane;
2. "Buses and 3-Person Carpools Only", posted at the beginning, and periodically throughout the HOV lane section (Figure 5);
3. "Restricted Lane Ends", posted at the terminus of the HOV lane; and
4. Large diamond symbols painted on the road surface every 1000 feet throughout the restricted lane.

A speed limit of 45 m.p.h. is currently in effect, and will remain so until it is determined that a speed change would be operationally appropriate. The posted speed prior to the project was 55 m.p.h.

Public Relations and Marketing

In view of the fact that the Banfield HOV lane project represented an unprecedented innovation to the Portland area, it was recognized that an extensive marketing program would be required. The resulting program included:

1. News conferences;
2. Periodic use of major local media to inform and educate the public;
3. Distribution of informational brochures to Banfield users to promote bus-use, carpooling, and operational safety (Figure 6);
4. Distribution of posters for employee bulletin boards, public buildings, and markets (Figure 7);
5. Encouragement of feature stories by local media;
6. The erection of 22 informational billboards at strategic locations along the feeder streets; and
7. Slide presentations and discussions to central business district employers, designed to encourage commuter use of buses and carpools.

Figure 5

A strong selling point of the project was that the HOV provided a means for the receptive commuter to avoid congestion and shorten travel time. Additionally, use of the HOV lane would correspondingly decrease the volume of traffic in the normal travel lanes, thereby reducing congestion.

To provide a further incentive, and to facilitate the success of the HOV lane, the regional transit agency, Tri-Met, provided 10 express buses (Banfield Flyers), in addition to 19 normal runs, that operate on the Banfield during the morning and evening peak periods.

Throughout the development of this project, public criticism generally focused on two main concerns:

1. The increased driving hazard created by narrower lanes, potential weaving, and lack of shoulders; and
2. Encroachment on the freedom of the individual taxpayer by placing restrictions on what lane may be used.

Perceiving and attending to these concerns was a principal objective of the public relation effort and marketing program.

Project Evaluation

An extensive two-year monitoring program is underway to evaluate the operational effectiveness of the HOV lanes in meeting the project objectives. The program is functionally divided into two parts--air monitoring and traffic monitoring.

The air monitoring program includes: (1) sampling of carbon monoxide, using a sequential bag sampling technique; (2) sampling lead, using a hi-volume particulate sampler; (3) sampling oxides of nitrogen, using a continual chemiluminescent analyzer; and (4) sampling wind speed and direction through the use of mechanical weather stations.

The traffic monitoring program includes:

1. Periodic traffic counts on all freeway ramps on the project;
2. A continual traffic count of all traffic at the western terminus of the project, (CBD);
3. Periodic traffic counts on arterial streets paralleling the Banfield;
4. Periodic lane and vehicle occupancy counts at two selected locations on the Banfield; and
5. Periodic traffic speed monitoring, on both the freeway and arterial streets, through the use of floater cars.

The program includes monitoring of bus ridership, bus travel time, and traffic accidents on the freeway.

Express yourself on the new Banfield Freeway

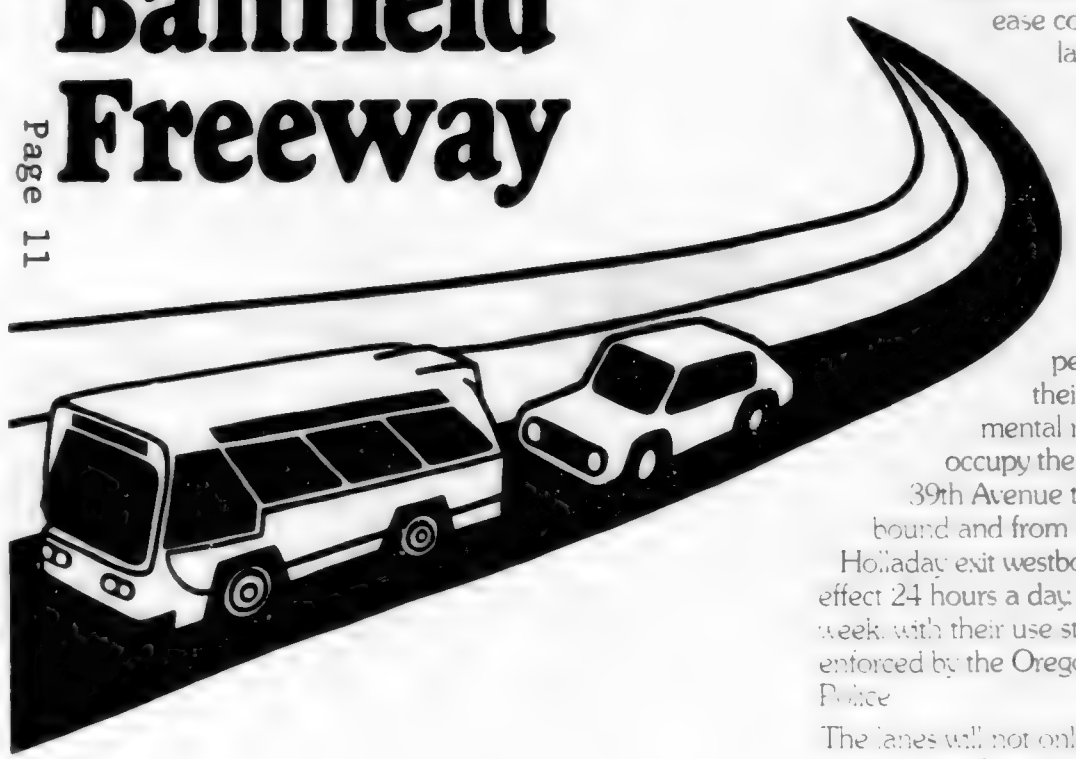


FIGURE 6

beginning December First.

Since the Banfield Freeway was already scheduled for resurfacing, the State Highway Division decided it would be a good time to also try to do something about the congestion problems.

There were several options. Among those considered was a conventional third lane, but this would have only filled to capacity, further increasing congestion. The most logical solution was a restricted lane for express buses and carpools, which would move more people more efficiently, using the already existing roadway. In each direction, a third lane has been added to ease congestion on the two normal lanes.

The project is nearly finished, so it's time to start planning how you can make the best use of the new Banfield. Beginning December 1, Tri-Met's new Banfield Flyer Buses and carpools with three or more people will have exclusive use of their own lane. These experimental restricted lanes will occupy the inside lanes from 39th Avenue to 82nd Avenue eastbound and from 82nd Avenue to the Holladay exit westbound. They will be in effect 24 hours a day, seven days a week, with their use strictly enforced by the Oregon State Police.

The lanes will not only help trim minutes from morning and evening commuter time, but they will also be of great value during the rest of the day to shoppers, groups of skiers on their way to the mountain, people on their way to the airport, or families on outings.

It's a new program. You can help make it work.

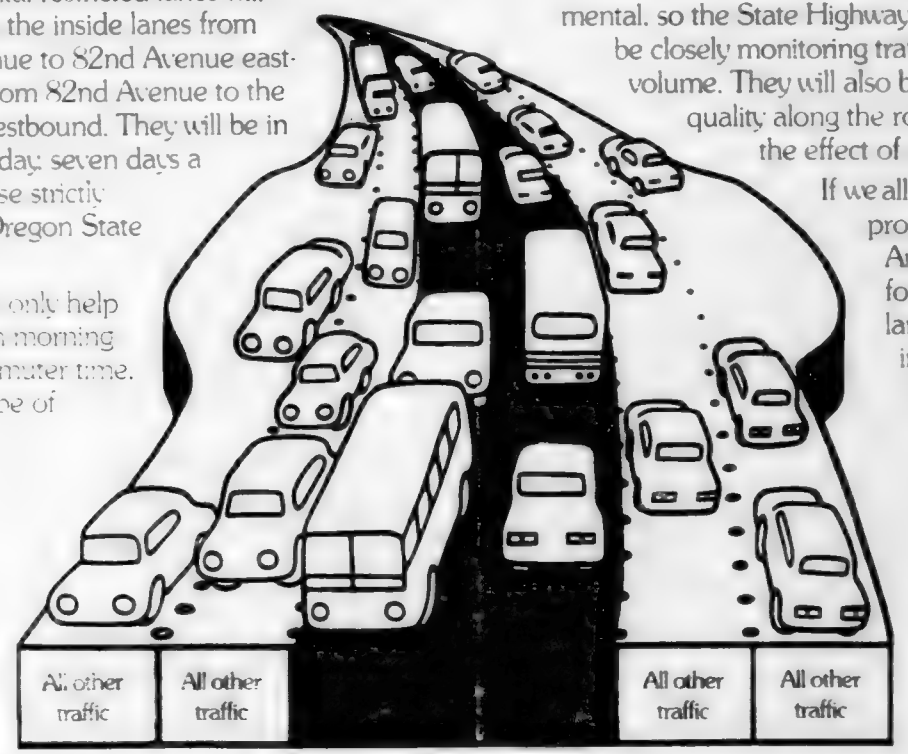
These restricted bus and carpool lanes will be new to most metro-area residents. However, restricted lanes have been tried successfully in other parts of the country.

In Washington, D.C., special bus and carpool lane on the Shirley Highway have allowed travelers to reduce their commuting time. Bus ridership has increased by 400 percent and carpools are up 500 percent in just one year.

Carpoolers and bus riders on the San Francisco-Oakland Bay Bridge avoid long lines at the toll plaza by using exclusive lanes. Over 20,000 bus riders and 5,400 carpoolers take advantage of this service daily.

The lanes on the Banfield Freeway are experimental, so the State Highway Division will be closely monitoring traffic flow, speed and volume. They will also be testing the air quality along the roadway to determine the effect of reduced traffic.

If we all try to make this new program work, it will. And, we can then look forward to similar lanes being developed in other high density traffic areas.

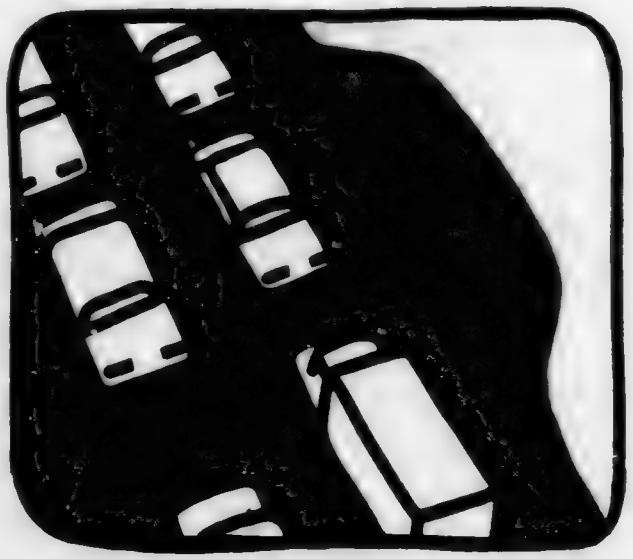


For safety's sake

The restricted lanes can help *everyone* move more easily on the Banfield. By putting express buses and carpools in one lane, the other two lanes will also be less crowded for regular bus lines and those who simply can't ride the bus or carpool.

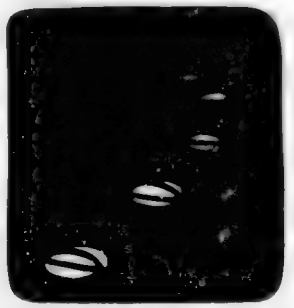
For this reason, it is to everyone's benefit to allow people to move across traffic to enter and exit from the special lane. Since traffic in the express lane may also be moving faster, drivers should be extremely careful when getting into or out of the lane.

Another important point about safety: Since we've eliminated the shoulder, please make sure your car is in good operating condition before you enter the freeway. It is impossible to always predict when you are going to have car problems, but a properly maintained car is much less likely to break down. If you do have trouble, emergency turnouts have been provided approximately every 2,000 feet and special phones are being installed with a direct line to the state police. Since the police will be patrolling the Banfield more frequently, it shouldn't take long to get assistance to you.



Don't overlook these other Banfield Improvements.

The ruts are gone. The Highway Division has applied a quieter, new resurfacing material which is also more porous, allowing the rain to run through it and away. This will eliminate dangerous puddles and night time glare from standing water.



The lanes are clearly marked. White lines wear off easily, so new reflector buttons have been installed to clearly light the way. They also help keep you alert because they make a noise when you drive across them. The restricted lanes will be identified by a white diamond painted on the roadway.

Cars will be guided away from bridge abutments. Safety barriers now extend around the base of all overpasses shielding you from would-be obstacles.

The potential for head-on collisions has been eliminated. New concrete safety dividers have been placed between the east and west bound lanes to keep everyone on their side of the freeway.

Our hat's off to you. Happy traveling!

Thank you for your patience while the new Banfield was being completed. We hope you'll now be able to get where you want to go more easily and with greater safety.

OREGON STATE HIGHWAY

State Highway Division
238-8226

Tri-Met
233-3511

CARPOOL
227-7665

I would like to be included in CARPOOL's free matching service.

Mail to: CARPOOL
520 S.W. Yamhill
Portland, Oregon 97204

Name _____

Home Address _____

Work Address _____

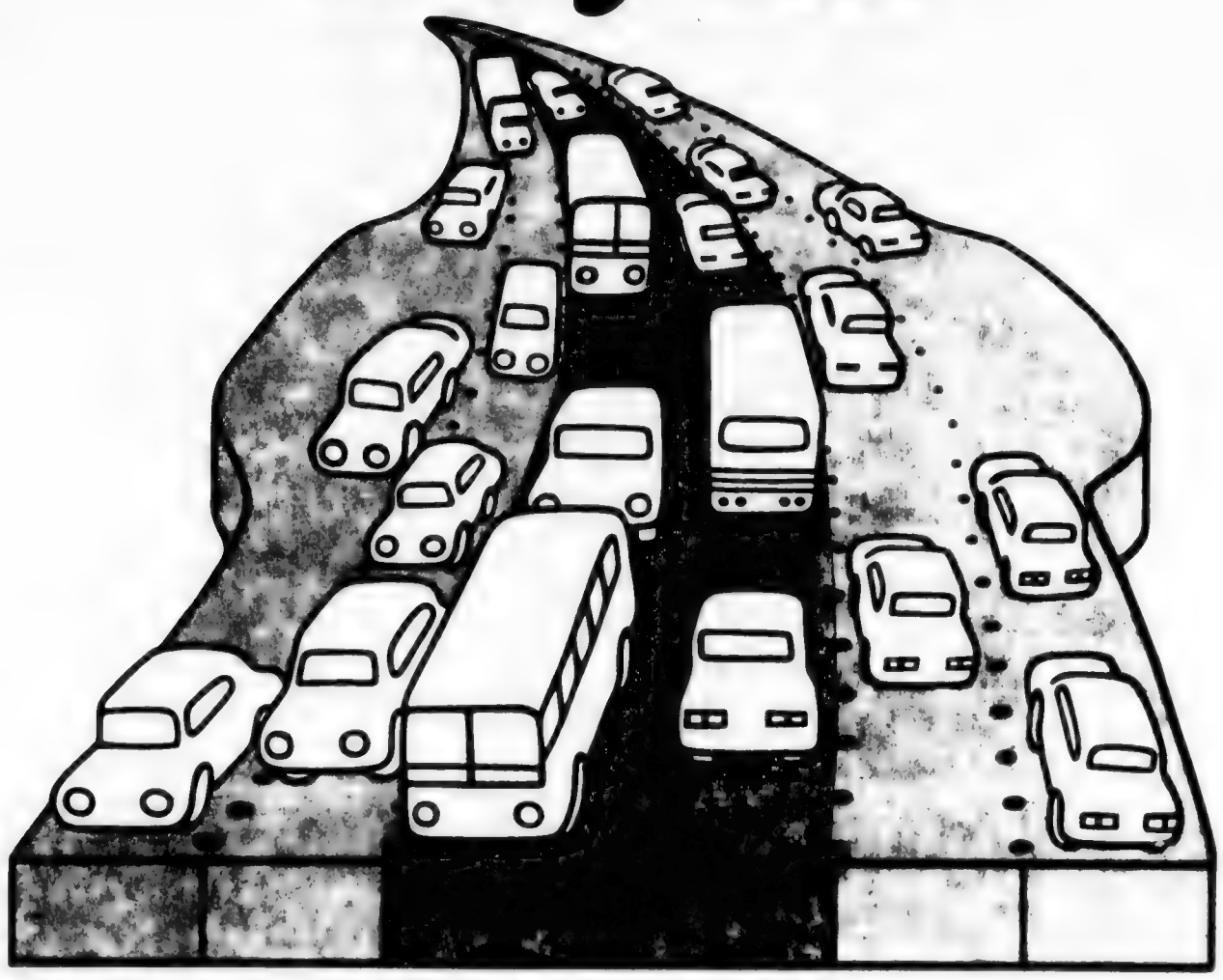
Phone: Work _____ Home _____

Hours you work: From _____ AM/PM to _____ AM/PM

I will: Ride only ___ Drive only ___ Do either ___

Bus Riders and Carpoolers:

There will be a new lane on the Banfield reserved expressly for you.



When construction is completed by October, a new lane will be added that is reserved exclusively for buses and CARPOOLS with three or more people to a car. **Start making plans now to "express" yourself on the Banfield beginning this fall. Call CARPOOL, 227-7665, Tri-Met, 233-3511, or the State Highway Division, at 238-8226.**

Figure 7

Preliminary Evaluation Data

The following evaluation of the Banfield HOV lane is based upon data taken during the first thirty days of operation:

The average weekday traffic volumes in the corridor indicate no diversion of traffic from the freeway to adjacent boulevards. This information is inconclusive to ascertain whether any traffic has been diverted from the boulevards to the freeway.

Corridor Average Weekday Volumes

	Freeway	Adjacent Arterial Boulevards (Sandy, Broadway, Burnside)
January 1975	96,000	- -
February	97,000	- -
March	102,000	- -
April	102,000	- -
May	104,000	- -
June	108,000	- -
July	106,000	- -
August	106,000	- -
September	101,000	73,000
October	102,000	- -
November	98,000	69,000
December	100,000	75,000
January 1976	98,000	72,000

A substantial improvment in the speed in the peak hours over the entire five-mile section has occurred since initiation of the HOV lane project.

Average peak-hour speeds for 5-mile project

Before	(Six months)	a.m. 38 m.p.h.	p.m.	29 m.p.h.
After	(One month)	a.m. 40 m.p.h.	p.m.	40 m.p.h.

The peak-hour auto occupancy has increased 2 per cent since initiation of the project, the percentage of carpool, or three-or-more-occupant vehicles has increased from 3 per cent to 5 per cent of the total number of vehicles on the freeway. The occupancy rate in the HOV lanes is 2.507. The violation rate is 30 per cent of those vehicles using the HOV lane. The percentage of violation of the total vehicles on the freeway is small.

Peak-hour auto occupancy

Occupancy rate for freeway	a.m.	p.m.	average
Before (3 months)	1.215	1.302	1.265
After	1.239	1.319	1.287

% 1-2-3-occupants/auto for fwy.	1	2	3	1	2	3	1	2	3
Before	80	18	2	73	23	4	76	21	3
After	80	16	4	74	21	5	76	19	5
% 1-2-3-occupants/auto HOVL only									
After	27	12	61	15	8	77	20	9	71

The total utilization of the HOVL during the first month has been nominal. Average peak-hour usage in the a.m. is 23 buses and 121 vehicles. The p.m. usage has reached 32 buses and 199 vehicles.

The"Banfield Flyers" are carrying 153 passengers in the a.m. and 143 passengers in the p.m. peak hours. The total bus ridership in the a.m. is 447 and the p.m. peak hour is 571.

HOVL vehicles are carrying 461 occupants in the a.m. and 661 occupants in the p.m. peak hour.

The HOVLs are carrying 808 persons in the a.m. and 1232 persons in the p.m. peak hour. The auto lanes are carrying 4333 persons in the a.m. and 4668 persons in the p.m. peak hour.

The HOVL is carrying 18 per cent of the person trips.

-o0o-

BANFIELD HIGH OCCUPANCY VEHICLE LANE
Union Ave. - 82nd Ave. Section

INFORMATION ON BANFIELD HOV LANES

HISTORICAL BACKGROUND:
The Banfield Freeway is a pre-interstate freeway and therefore is substandard in some respects. This facility was constructed in a natural drainage depression known as Sullivan Gulch. The freeway routing generally follows the routing of the Union Pacific Railroad tracks, the railroad occupying the north side of the gulch and the freeway the south side. The traffic handled on this facility in 1958 was approximately 26,000 vehicles per day. Today the traffic averages between 95,000 and 100,000 vehicles per day. The traffic rate growth has stabilized, indicating the facility can accept no more vehicles. Since this is the only east-west freeway and local arterials are operating within 100 to 200 vehicles of capacity, it becomes apparent that future growth is limited until more capacity is added.

The freeway now consists of three lanes eastbound from Union Avenue to 39th Avenue where one lane is dropped. Two lanes continue easterly. Westbound there are two lanes from the east to Sandy Blvd. where another lane is added. Three lanes continue west to Union Avenue.

PROPOSED PROJECT:
The proposal is an attempt to develop more people trips while reducing the number of vehicles. The new facility will occupy all of the pavement between curbs, eliminating the shoulder areas. A high occupancy vehicle lane next to the median barrier will be developed which will provide exclusive use to buses and other vehicles containing three or more people. There is no reduction in the number of lanes available to normal truck and car usage. The additional lane is derived by reducing the width of lanes by one foot and utilizing the existing shoulder area.

Eastbound, limitations in the existing cross section prevent the development of the HOV lane from the Union Ave. structure to Northeast 39th Ave. where the transition section will start. The eastbound HOV lane will be fully developed and actually commence at Northeast 44th Ave. The HOV lane is terminated at the Northeast 82nd Ave. off-ramp. The escape lane and transition section continues for an additional 1,100 feet.

The westbound HOV lane is developed westerly of the Northeast 82nd Ave. on-ramp. A length sufficient to merge the freeway traffic with the on-ramp traffic is allowed to avoid additional weaving movements in this critical section. The HOV lane is continued to Northeast Holladay Street. Again, there is no

NOTED
F. B. KLABOE

reduction in the number of lanes available to trucks and non-high occupancy vehicles.

The overall length of the project is 4.76 miles. A copy of the map used for the corridor/design hearing is attached.

CONSTRUCTION DETAIL:
One requirement for the project was the replacement of the substandard metal guardrail with the New Jersey or G.M. type of concrete median barrier. Precast members will be used with the exception of transition sections, terminal sections and a saw-tooth section in the vicinity of Northeast 33rd Ave. The members will be seated on polystyrene foam pads and pinned in place. The tolerances allowed between the barrier and the travel lane is critical. A minor hit on a section could close two lanes of traffic unless the sections are secured by pinning. Concrete shoulder barrier has been specified for those structure abutments and columns where the travel lanes are moved to the shoulder area. Exceptions to this practice are where continuous runs of guardrail exist.

The surfacing consists of patching the rutted areas with class "D" asphaltic concrete and overlaying the entire area with an open graded, modified class "C" asphaltic concrete. Vertical structural clearance deficiencies will be corrected by excavation and repaving.

Restriping of the entire section will be necessary. Standard button striping is proposed. The existing lighting of this area is extremely limited and no improvement is planned. Buttons are a necessity due to the dark section, the glare of oncoming headlights and rain. These three factors nearly preclude orientation with painted stripes. The buttons provide reflective light plus a rumble strip if the motorist wanders from the lane. The median barrier will reduce the headlight glare incidence by a minimum of 50 per cent, which in itself is a major improvement.

Because of the utilization of the existing shoulder area as part of a future driving lane, emergency parking bays will be constructed at approximately 2,000-foot intervals.

OPERATION:
The lane next to the median barrier will be operated as a high occupancy lane on a full-time basis. Since emergency parking will be available only at constructed parking bays and not continuously along the shoulder as it is now, we are considering hiring a tow service on either a patrol or stand-by basis during the peak rush hours. The tow truck's prime function would be to

remove disabled vehicles from the driving lanes and place them in the next available emergency parking bay or off the freeway at the next off-ramp, whichever is closer. The disabled vehicle would then be completely removed after the rush hour traffic has subsided. Also being considered is a night patrol by a Highway Division pick-up, equipped with a two-way radio, early warning sign, and other emergency gear to assist, provide protection and notify the police in the event of an accident or lane blockage.

The tow service and patrol would be a supplement to the police patrols that will also be taking place and will last only as long as it appears necessary.

We are investigating the possibility of installation of telephones at the emergency parking bays to enable people to call for assistance if necessary.

In order to accurately determine the effects and the degree of success of the proposed project, it was necessary to develop some sort of monitoring system and then to implement it as soon as possible. In this manner, information could be gathered to establish a base with which to compare the data gotten after the opening of the HOV lanes.

Since the prime objective of this project is to more efficiently utilize the existing facility, it was decided that sampling the traffic flow characteristics (i.e. the traffic volumes, speeds, accident rates and the vehicle occupancy rates) would give us adequate information on which to make a judgment.

If we are successful and are able to convince people to carpool or use the bus, it should show up in the occupancy rates and Tri-Met ridership. Improvement of the traffic flow will be evident in the traffic speeds, volumes and accident rates.

Our monitoring program thus far consists of the following:

1. <u>Traffic Speeds</u>

   The Union Ave. - 82nd Ave. Section was broken into five parts: Union Ave. to 12th Ave., 12th Ave. to 33rd Ave., 33rd to 47th, 47th to 60th and 60th to 82nd. Three days each month "floater cars" travel with the morning and afternoon rush hour traffic measuring the time it takes to travel each of the segments. The average speed of the traffic flow through each segment, as well as through the entire section, is then calculated and plotted on a chart so comparisons may be easily made and bottlenecks identified.

This monitoring of traffic speeds will continue as long as necessary to determine if the project is successful and if any additional measures should be taken.

2. Traffic Volumes

Hourly and daily traffic counts are being taken continuously now on the Banfield Freeway. Periodic traffic counts are also taken on the other east-west arterials in the vicinity.

This will allow us to detect any significant shifts or changes in traffic patterns. It is possible that an improvement in traffic flow on the Banfield will cause traffic that used to use arterial streets, such as Sandy Blvd., to start using the freeway, thus improving the conditions on said arterial streets.

3. Accident Rates

The accident rate through this section will continue to be monitored. It is expected that the installation of a concrete median barrier (which will also serve as a partial glare screen); raised, reflective pavement markers; a textured pavement surface; improved surface drainage; the elimination of the pavement ruts and a smoother traffic flow will result in a lowering of the accident rate.

4. Vehicle Occupancy Counts

One day each month vehicle occupancy counts are taken during the A.M. and P.M. rush hours. Like the traffic speeds, this will be continued as long as necessary to determine the effectiveness of the project. It is our hope that we will be able to raise the approximate 1.3 passengers per vehicle average that exists now.

5. Bus Ridership

Tri-Met keeps a running count on the ridership of their buses. This will be examined periodically to see if ridership has increased in the Banfield area. We are also interested in finding out what time savings are experienced by the buses.

EXISTING CONDITIONS:
The implementation of the monitoring system described above has given us some figures on the conditions that now exist on the Union Ave. - 82nd Ave. section of the Banfield Freeway. These will be used as "before" figures for comparison with the information gathered after completion of the construction.

1. Traffic Speeds

The existing rush hour traffic speeds are extremely erratic. The lowest average speed driving through the entire section recorded thus far during rush hour has been 12 miles per hour. An approximate average during the crowded conditions runs in the 22-26 M.P.H. range. Many times the traffic comes to a complete stop.

These low speeds are not caused by accidents happening within the section. Any timed run during which an accident occurs is disregarded and not used to calculate traffic speeds.

Off peak hours the traffic moves in the 45-50 M.P.H. range.

2. Traffic Volumes

For the past eight years, peak-hour volumes on the Banfield Freeway have exceeded design capacity between 58th Ave. and the East Bank (I-5) Freeway. Present lane volumes in this section of the roadway, under peak-hour conditions, vary from 1,800 to 2,000 vehicles per lane. The hourly design volume is 1,500 vehicles per lane. Levels of service exceed the desired optimum, varying from forced (F) to unstable (E) flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles per day. This is in contrast to approximately 26,000 vehicles per day in 1958.

Traffic growth trends over the past ten years indicate that the peak-hour volumes reached a high between 1966 and 1967. Since that time, the peak-hour levels have stabilized at or near the maximum. The lack of any significant increase in the past eight years illustrates that, under present conditions, the Banfield is incapable of accepting additional traffic in the peak-hour periods.

3. Accident Rates

The accident history for this section for the past two years is as follows:

	Accidents	Rate	Killed	Injured
1973	157	1.37	1	132
1974	94	0.86	1	52

4. Vehicle Occupancy

Spot counts taken during morning, noon and evening rush hours indicate a vehicle occupancy rate of slightly less than 1.3. Approximately 3% of the automobiles had three or more occupants.

TECHNICAL ADVISORY COMMITTEE:
On April 3rd, 1975, a meeting was held with representatives from the City of Portland, Multnomah County, Department of Environmental Quality, Tri-Met, Oregon State Police, Hollywood Boosters (local business group), Hollywood Kiwanis, Neighborhood Coalition, Federal Highway Administration and various sections of the Oregon State Highway Division. At that meeting a Technical Advisory Committee was established. The committees' responsibilities are twofold. Collectively, the committee is to meet regularly; constantly monitor the Banfield High Occupancy Lane Project as it goes through the design, construction and operation stages; and make any recommendations to the Oregon State Highway Division that the committee feels would improve the project. Individually, the committee members act as a liaison between their home organization and the Highway Division. Since being formed, the committee has met on April 17th, May 1st, and May 22nd.

PROJECT STATUS:
An informal information session was held for the public on May 8th, from noon until 8 p.m. A corridor/design hearing was held on May 13th. The Final Negative Declaration will be approved by June 4th. The project is scheduled for the June 26th bid opening.

PICTURES:
Attached are four 8" x 10" aerial photographs taken April 30th and May 1st of this year.

1. Looking easterly toward the 21st Ave. structure. The 16th Ave. on-ramp is in the foreground.

2. Looking easterly toward the Sandy Blvd. structure.

3. Looking westerly. The Halsey St. structure is in the foreground and the 60th Ave. structure is in the background.

4. Looking westerly from the 28th Ave. structure toward the 21st Ave. structure.

Also enclosed are three color slides taken on May 1, 1975. These are looking easterly toward the 28th, 33rd and 60th Ave. structures.

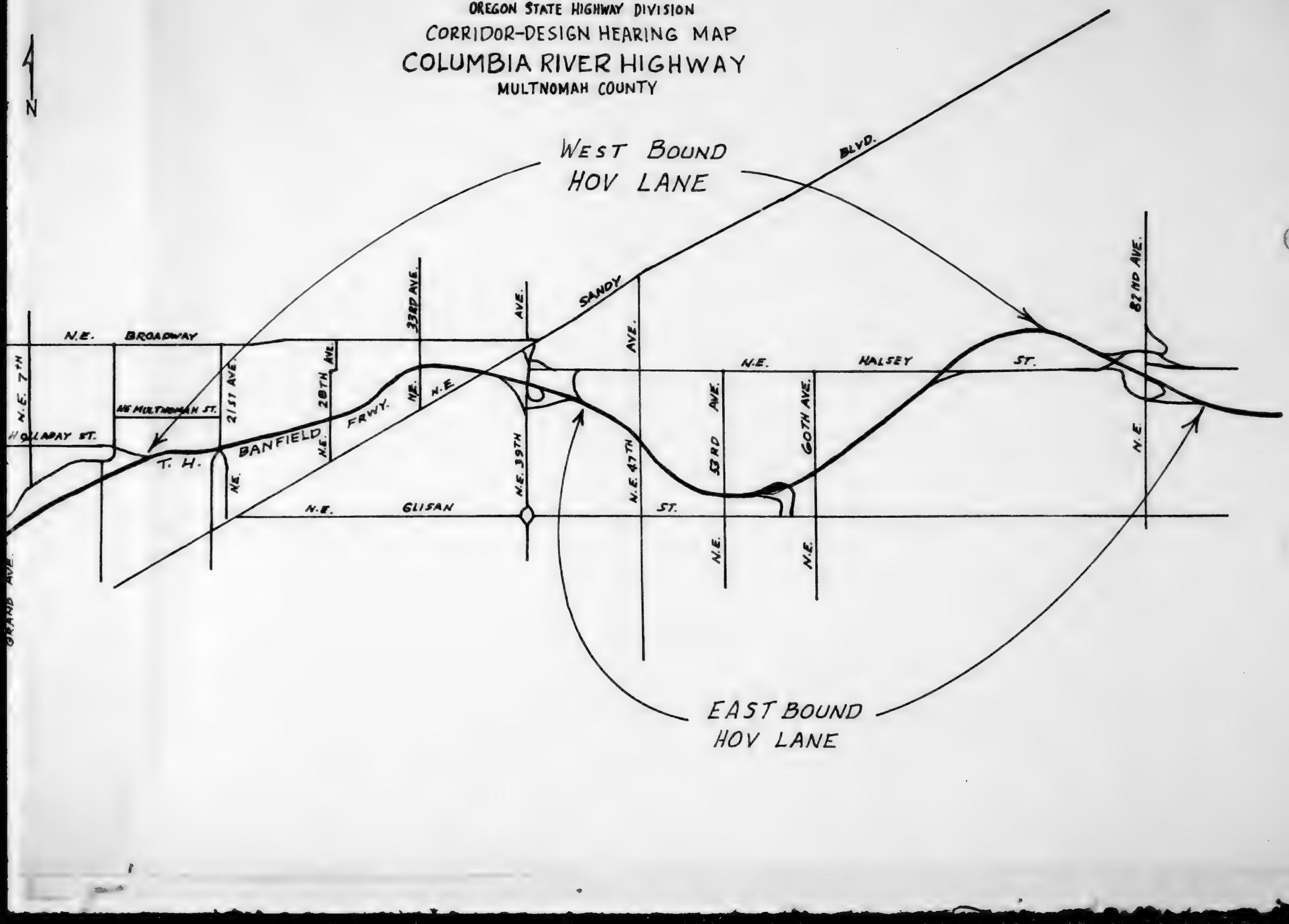
After completion of the construction, we are planning to photograph the freeway with a 16 mm. motion picture camera and perhaps a video tape recorder.

OREGON STATE HIGHWAY DIVISION

CORRIDOR-DESIGN HEARING MAP

COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

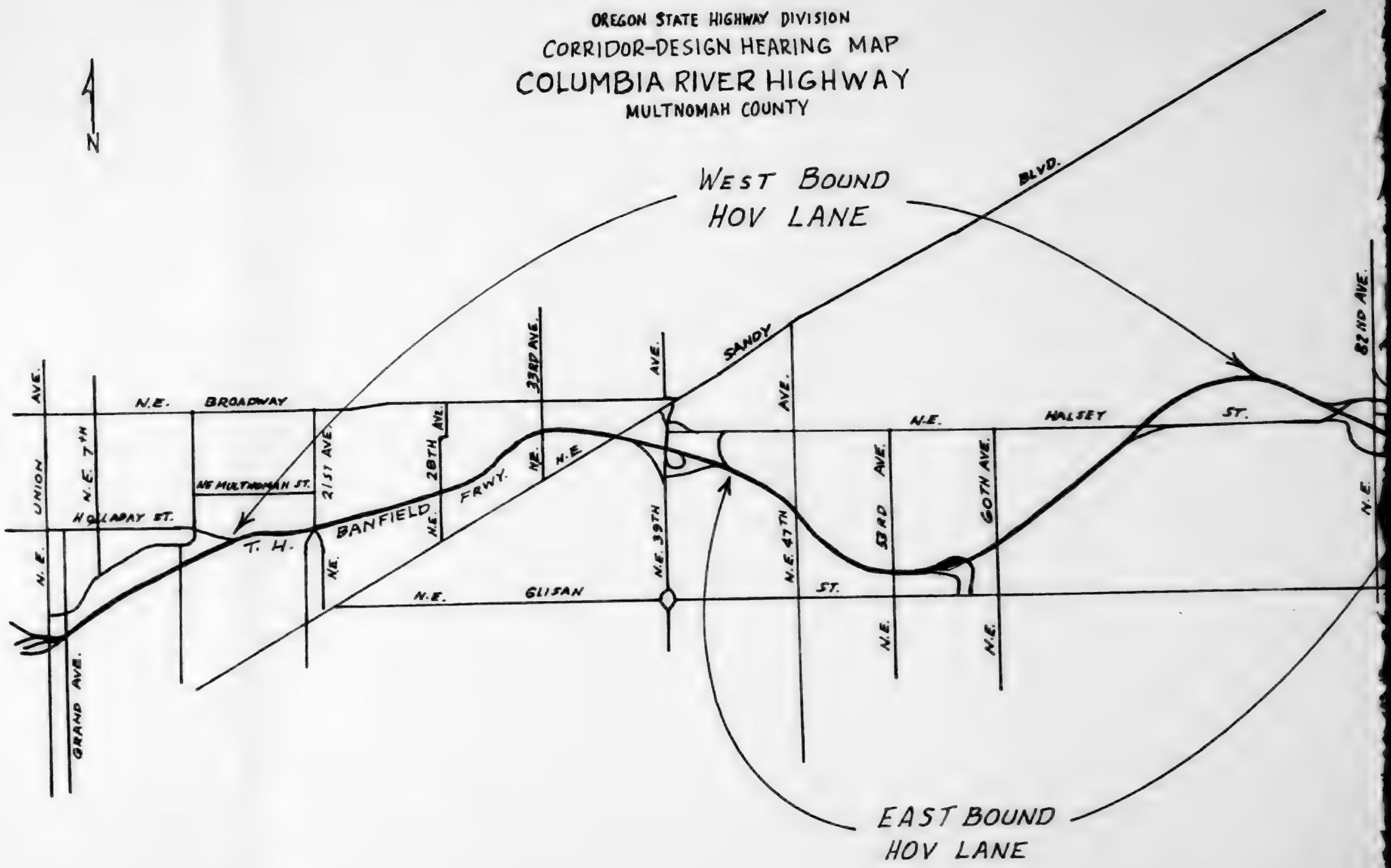


OREGON STATE HIGHWAY DIVISION

CORRIDOR-DESIGN HEARING MAP

COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY



8259 NE Union Ave-NE 82nd Ave Sec. 1975
Columumbia River Hwy in Portland
(Grad,pav,bar,sign, & ill.) #2

December 30, 1975

Mr. Phillp D. Hedrick
2014 E. Fifth Street
Vancouver, Washington 98661

Dear Mr. Hedrick:

Your comments supporting the Banfield express lanes are very much appreciated. The project is raising considerable adverse comment from most drivers using the corridor.

With regard to the number of occupants of a vehicle, considerable discussion preceded the selection of a three-occupancy vehicle as a "carpool vehicle". On other projects in the United States, two-person and four-person carpools have been used. In all cases, the number of occupants has been set for all vehicles regardless of the passenger capacity of the vehicle.

The Oregon Revised Statute being used to enforce the preferential lane includes the provision of designating the number of occupants. A small car with only two seats can be excluded from the high-occupancy-vehicle lane project, and has been in the Banfield project.

It should not be overlooked that when in successful operation, sufficient vehicles will be removed from the regular auto lanes to allow all lanes to operate at a satisfactory level.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc Major John C. Williams
Traffic Division
Department of State Police

F. B. Klaboe
R. L. Schroeder
R. N. Bothman

RNB:ebg ja

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DEC 23 1975
OE FILE T/A

December 17,1975

2011 E 5th St
Vancouver WA 98661

The Oregon State Highway Commission
State Capitol Bulding
Salem OR

Gentlemen:

I commend you on your recient introduction fo the banfield express lane in Portland.

This has been ne ded to conserve both the human and material resources of the region as well as the s fety of the commuter,

I do however have two questions adressing the lane and the violation of it.

One.If your car has been designed for only two(2) persons(Such as A Triumph or) Tow Should your car be a h atchback with the rear seat down(with the area ca rrying nothin g) can they be excluded from the lane.

I shoud appreciate A response at your earliest convienince

At the Above address

Truly Youre

Philip D. Hedrick

Philip D.Hedrick

GSH

8059

December 30, 1975

Mr. and Mrs. George K. Merz
5205 S.W. 19th Drive
Portland, Oregon 97201

Dear Mr. and Mrs. Merz:

1119-S
1237-K

The Oregon State Highway Division was faced with a substantial maintenance problem on the Banfield Freeway, including the reconstruction of the center barrier and an asphalt overlay due to the rotting posts and badly rutted pavement.

At the same time, congestion on the Banfield continued to increase. The hourly congestion that began eight years ago has now expanded to a three-hour period during the morning and afternoon rushes.

The environmental requirements for highway projects have placed strict limits on air and noise pollution. The Banfield Freeway is currently exceeding those standards and is acceptable only by a grandfather clause. Therefore, allowing all vehicles to use the additional lanes would make the air and noise qualities worse.

We have tried the high-occupancy-vehicle lane for carpools and buses in an attempt to move the increasing number of people without increasing the number of vehicles. That is the purpose of the preferential lane and was a solution available, considering recent decisions by local jurisdictions not to build new projects and the environmental quality restrictions.

The project is only two weeks old at this writing and was not successful overnight. What has happened is that 200 carpools are using the new lanes. Also the new "Banfield Flyer" buses and the express buses previously operating on the freeway use these lanes. This has resulted in about 400 vehicles being diverted from the lanes assigned to all cars, and those lanes are starting to operate better.

The speeds are being monitored daily by the Highway Division during the peak hours and have increased about 10 miles per hour in both directions. In the morning peak hour, the traffic

cc: The Honorable
Oregonian
bc: E. S. Hu
R. L. S
R. N.
RNB:ebg

is approaching a satisfactory level; that is, smooth flowing at 45 miles per hour. In the afternoon we still have about 200 vehicles in the peak hour in excess of the number that will allow the freeway traffic to flow smoothly.

The maximum use of the center lane, designated for buses and carpools, is not being made. The auto lanes will be freer and there will be satisfactory operating lanes for both the high-occupancy vehicles and the regular vehicles if greater use of the HOV lanes occurs.

Laws for preferential treatment lanes, in operation in most major metropolitan cities, were approved during the last Legislature.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Robert W. Straub
Oregonian

bc: E. S. Hunter
R. L. Schroeder
R. N. Bothman

RNB:ebg srb

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Schrader
FOR
Info | Inves | R/D | Sign | Act

5205 S. W. 19th Drive
Portland, Oregon 9720]
December 17, 1975

Superintendent
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I had the questionable privilege of driving the Banfield "Freeway" several times today and wish to express my complete dissatisfaction with the so-called "trial system," installed at considerable expense with little real thought.

At 10 a.m. this morning I drove from the Holladay exit east past S.E. 82nd without seeing one bus and only a few "car pool" vehicles at several thousand foot intervals use the express lane westbound. The same was true for eastbound traffic. The lane reserved for buses and car pools could easily have been of use to normal traffic to distribute it so the now narrow lanes would not be overcrowded.

This evening at 5:15 p.m. I returned to Portland. Westbound traffic was backed up to S.E. 47th and driving was at a snails pace as far west as 33rd, where a minor accident was blocking the outside lane, leaving only one allowable lane for all the westbound traffic. No State Police car was to be seen. Once again, the express lane was vacant except for a few cars with one to four passengers--the single drivers disregarding the ban on the lane to try to reach Portland.

Eastbound, at least two Oregon State Police cars with flashing lights had two cars stopped in the outside lane opposite the Holladay exit. Eastbound traffic was almost completely stopped and backed up, filling the ramps at the river interchange. I noted that the special lane carried several buses and passenger cars with one or more people--the single person cars violating the law simply because of the traffic jam and this helped blockthe express lane for buses and car pool vehicles, who were also slowed by the State Police "lineup."

The comment from Tri-Met tonight on the news by Steve Mc Carthy, the PSU hippie of two years ago who is now their assistant manager and traffic expert, was that he was "a little disappointed that only a few more passengers rode the Express today than yesterday." I believe around a <u>total</u> of 100 passengers came west on the Express buses yesterday morning.

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DEC 22 1975
Office of
Assistant State Highway Engineer

The whole idea of blocking off a lane for a few vehicles is incongruous, and to restrict the use of a lane 24 hours per day 7 days a week is unbelieveable. It is difficult for many of us who are paying the taxes to understand how Tri-Met, in collaboration with the Highway Department, can legally restrict private vehicles on public roads so a very few people may reach town one to two minutes faster on tax exempt buses.

Please, let's return the Banfield to normal operation and quit wasting the public's time and gasoline in traffic jams.

Very truly yours,

Mr. and Mrs. George K. Merz

cc: Governor Robert Straub
Oregonian Newspaper

8259

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

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OREGON STATE HIGHWAY DIVISION

December 29, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

RICHARD T. HOWARD, P.E.
Service District Engineer
Multnomah County
Department of Environmental Services
2115 Southeast Morrison Street
Portland, OR 97214

Re: Highway lighting - I80N

Six months of intensive planning went into the development of the high-occupancy-vehicle lane project on the Banfield.

Lighting of the facility was proposed; the cost was estimated at $800,000. That money was simply not available and that proposal was deleted from the final project.

Also considered was the installation of a glare screen; the cost was estimated at $150,000, which also was not available.

The safety improvements which have been included, such as the median barrier, were felt to be more advantageous than the linear lighting or glare screen.

Delineation of the median barrier has prompted us to schedule a project to install a glare screen similar to that on I-5 south of the Marquam Bridge. Our analysis is that the glare screen will shield the glare and provide proper delineation of the median barrier.

In the meantime, delineators have been placed on the side of the median barrier and a should line has been placed on the inside of the center lane.

During the six weeks that the westerly end of the project has been in use, the accident experience does not indicate a safety hazard with the median barrier. The same is the case during tht last two weeks that the entire length of the project has been in use with traffic immediately adjacent to the median barrier. Your comments are similar to those of other motorists who have objected to the glare , leading to the addition of the glare screen now being prepared for contract.

RNB

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

cc: F. B. Klaboe
J. H. Versteeg

rbc

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

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FOR
Info | Inves | R/D | D/R | Sign | Alt | File

December 29, 1975

PATRICIA M. MADDEN
Far Outlook
10762 Southeast Idleman Road
Portland, OR 97266

Thank you for your letter suggesting that the high-occupancy-vehicle lanes on the Banfield Freeway be open to all vehicles between 10 a.m. and 3 p.m. The December 5 date on your letter indicates that your trip was made prior to the December 15 opening of the HOV lanes. Traffic counts taken after the opening show that 5 per cent of the traffic on the freeway is using the restricted lanes.

Similar projects in other cities indicate that after drivers become aware of the advantages to be gained by carpooling and using the restricted lanes, volumes in the restricted lanes will increase. By using public transit and carpools, volumes of traffic in the regular lanes are reduced and traffic flows more smoothly.

Passenger counts of private vehicles show that about 16 per cent carry two or more passengers, and 74 per cent carry only one passenger. To conserve fuel and increase the people capacity of the freeway, it is desirable to induce drivers to join carpools whenever possible.

The Banfield HOV lanes are a new concept in the Portland area. A technical advisory committee composed of the Highway Division, state police, Tri-Met, city of Portland, Department of Environmental Quality, and various business and neighborhood groups meet monthly to study monitoring data and traffic statistics compiled on the new operation. the 24-hour operation was preferred to east the initiation of the new concept. The additional lane is not needed for traffic during the off-peak hours. Should it become evident that the removal of the 24-hour restriction would help the operation of the freeway, it would be initiated, but such a consideration will await a reasonable trial period.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

8259

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 582 N.E. GLISAN • PORTLAND, OREGON 97213
Telephone 238-8226

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December 29, 1975

SCOTT M. WILLIAMS
11535 Northwest Damascus
Portland, OR 97229

Thank you for your comments on the Banfield Freeway high-occupancy-vehicle lanes.

I will answer your last question first; traffic on the Banfield has reached a saturation point. Average daily traffic counts show that vehicle use has stabilized. This indicates that additional vehicles have so reduced speed that drivers seek other routes rather than compete with the present peak volume on the freeway.

The HOV lanes are an incentive to induce people to carpool or use public transit whenever possible. Each three-person carpool vehicle removes two vehicles from the regular lanes, and each bus filled with riders would remove fifty vehicles. Full use of the HOV lanes would smooth traffic flow in all lanes. Opening the new lane to all vehicles would only produce a temporary relief of congestion. As soon as drivers noted the smooth flow of traffic, traffic from other city streets would soon be diverted back to the freeway, and congestion would again be as great, or greater. The current level of air pollution on the Banfield precludes adding another 30 per cent more vehicles. The HOV lane concept attempts to move more people with less vehicles.

Your first question involves what is known as a weave movement. Vehicles in the HOV lane will have to begin to move to an outside lane for exiting well in advance. After some experience, drivers will soon learn when to begin that maneuver. If drivers expect to travel only a short distance between entry and exit, it is easier to remain in an outside lane. Observations indicate the average driver does this automatically.

The lane drops at the Holladay exit and at 44th Avenue have advance signing, warning drivers that the lane ends so they can merge left. Future construction is planned for the freeway which will enable us to eliminate this type of configuration.

Robert N. Bothman

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

#6237

bc: E. S. Hunter
R. L. Schroeder
R. N. Bowman

RLB:ebg dpy

December 29, 1975

Mr. W. H. Gregory
W. H. Gregory Company
2105 S.E. 190th Ave.
Portland, OR 97233

Dear Mr. Gregory:

Attorney General Lee Johnson has responded to the legal issues in your letter of November 26.

1118-S
1236-K

The Oregon State Highway Division has given full consideration to the design standards applied on the Banfield high-occupancy-vehicle lane project.

The project includes many safety features not included in the original freeway, including a concrete median barrier which has proven extremely successful in eliminating vehicles jumping the metal median rail, protection for abutments and obstacles on the shoulders of the freeway by concrete barrier, breakaway light standards, raised pavement markers, and skid-resistant surface. We believe the redesigned project is safe for the traveling motorist.

The lane reductions have not been of significant nature to place the motorist in jeopardy; the reduction in width is from two 12-foot lanes to one 12-foot lane, one 11½-foot lane, and one 11-foot lane. The removal of the emergency parking has been countered with turnouts at 2,000-foot intervals.

The Highway Division is continuing a time-responsive monitoring program to evaluate all aspects of the project, including safety and effectiveness. If those findings so indicate, we will return to the original configuration.

We are supported in this activity by an advisory group consisting of the City of Portland, Multnomah County, the Oregon State Police, the Department of Environmental Quality, and citizen representatives from the Montavilla Neighborhood Association and the Hollywood Boosters.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Lee Johnson

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

December 12, 1975

W. H. Gregory Company
2105 S.E. 190th Ave.
Portland, OR 97233

Dear Mr. Gregory

Your letter of November 26, 1975, asks two questions with regard to the establishment of exclusive bus and high occupancy passenger vehicle lanes on the Banfield Freeway in Portland:

(1) Can the State of Oregon, Multnomah County, the City of Portland, Tri-Met, Crag or any agent, agency or employe thereof he held liable as a result of injury or damage suffered due to alleged substandard design for this facility?
(2) What are the penalties for unauthorized use of the high occupancy use lanes?

In answer to your question concerning liablility, it would be inappropriate for me to purport to give you legal advice. Indeed Oregon law prohibits the office of Attorney General from rendering legal advice to anyone other than state officials. However, it may be useful to you to review the Oregon Supreme Court's decision in the case of Smith v. Cooper (cite). That case appears to hold that the state and its employees are generally immune from negligence in planning and designing highways. You may wish however, to consult with a private attorney to get a more definitive answer to your question.

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In answer to your second question Oregon Revised Statute 483.532 provides that the Department of Transportation, as well as city or county governing bodies, with respect to highways or streets within their jurisdiction, may prohibit the operation thereon of any or all vehicles or any class or kind of vehicles. A public hearing was held by the State Department of Transportation on November 18, 1975, to consider the adoption of a rule to prescribe the high occupancy vehicle (HOV) lanes on the Banfield. The Oregon Transportation Commission, on November 25, 1975, approved a rule establishing the HOV lanes which will become effective on December 25, 1975.

Any person cited for violating the use of HOV lanes between December 25, 1975, and June 30, 1976, is punishable by a fine of not less than $50 nor more than $500, or by imprisonment for not less than 15 days or more than 90 days, or both. After July 1, 1976, pursuant to a 1975 legislative amendment the offense becomes a class C Traffic Infraction, punishable by a fine only, not to exceed $100.

I have attempted to answer the legal questions raised in your letter. Your allegations that the design of HOV lanes on the Banfield is "obviously unsafe" will be passed on to Fred Klaboe, State Highway Engineer and Administrator of Highways. Perhaps he will respond to your letter with regard to the soundness of the design.

Very truly yours

LEE JOHNSON
Attorney General

bdw
cc: Mr. Fred Klaboe

Mr. Walt Barrie

W. H. GREGORY COMPANY

2105 S.E. 190TH AVENUE PORTLAND, OREGON 97233 503/665-4189

November 26, 1975

Schroeder
R/D please

The Attorney General
State of Oregon
Salem, Oregon 97310

Dear Sir:

I am concerned about the hazard to the motoring public being constructed by the Oregon State Highway Division along the route of the I-80 Banfield Expressway. The State is constructing a project designed to facilitate the movement of mass transit and car pools at the expense of the balance of the highway users. I would appreciate your answering the following questions concerning the rights of individual citizens.

What rights for legal action do citizens have to be brought against the following parties as a result of injury or damages sustained because of the substandard design criteria utilized in the construction of the facility?

1. The State of Oregon.
2. The State of Oregon Transportation Commission and/or its individual members.
3. The State of Oregon Department of Transportation.
4. The State of Oregon Highway Division.
5. The Multnomah County Commission and/or its individual Commissioners.
6. The City of Portland and/or its individual Commissioners.
7. Tri-Met, CRAG and others involved in design review.

The design of this facility is such that commonly accepted standards for safety of the motoring public have been superseded by political expedient. There has been a substantial amount of opposition to this construction and people who have expertise in the area of highway safety have continually spoken against the design criteria being utilized by the Highway Division. In spite of this, at the insistence of the City of Portland Commission, the Multnomah County Commission and others including the Highway Division, the work has proceeded and the people of this State have financed and paid for a facility which is obviously unsafe. Application of the Oregon Safe Employment Act would bring heavy penalties to any individual citizen or employer who proceeded

with construction of an unsafe facility. It would appear that equivalent protection should be accorded the citizenry against political personages who construct an unsafe facility in spite of obvious inconvenience and danger to the traveling public.

Please site the statute under which a motorist can be sited for utilizing the lane marked for the exclusive use of buses and three-person car pools. What penalties can be assessed against individuals utilizing this lane during the course of their travels?

I look forward to your response to these queries and assure you that my concern is not one of idle curiosity.

Thank you.

Very truly yours,

W. H. Gregory

de

#8259

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

December 26, 1975

FILE: 26-1436

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: MEMO TO THE FILE

DEC 29 '75

REFER TO

FOR

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SUBJECT: Banfield HOV Lanes
Demonstration Project
Union Ave. - 82nd Ave.
Columbia River Highway

On Sunday, December 14th, the contractor on the subject project removed the barricades from the inside lanes of the Banfield Freeway so the restricted portions (HOV lanes) could be used by the Monday morning traffic.

Our Banfield Night Patrol was started Sunday night at 10 p.m. This patrol operated every night between 10 p.m. and 6 a.m.. Their function is to constantly patrol the freeway between Union Avenue and 82nd Avenue looking for accidents, stalled vehicles or any other problems within this section.

If a problem is encountered, the patrol advises the state police of the nature of the problem and if a tow vehicle is required. They also drop out flares for advance warning to oncoming vehicles. They do not attempt to push or repair vehicles and get out of their pick-up only if necessary to render emergency first aid. This patrol will continue at least through the holidays.

At 6:30 a.m. Monday morning we had observers stationed on the 21st Avenue, 33rd Avenue, 47th Avenue, 60th Avenue and 74th Avenue overcrossings. These observers were connected by radio and their purpose was to watch the freeway traffic and report any problems observed. The observers remained in place until 8:30 when the traffic volume tapered off.

During the evening traffic men were stationed on the 47th Avenue, 60th Avenue and 74th Avenue overcrossings from 4 p.m. until 5:40 p.m.

On Tuesday morning the previous morning's procedures were duplicated.

OBSERVATIONS:

Traffic flowed no worse than usual on Monday and by Tuesday appeared to be better. The opening of the HOV lane had no noticeable effect. There were 223 cars in the HOV lane between 7 and 8 a.m. Monday morning, and of these approximately 90 were not eligible to use it.

Weaving so far has not been a problem; most people get in the lane they want and stay there.

The lane next to the HOV lane is carrying approximately 60 per cent of the traffic and consequently operates at a lower level of service. Its average speed is 10 m.p.h. less than the HOV lane and 5 m.p.h. less than the right lane during a.m. peak hour traffic.

mb cc: G. M. Baldwin, F. B. Klaboe, E. S. Hunter, H. S. Coulter, R. L. Schroeder, R. N. Bothman

#2057

Note:
Gov. did not
send. Talked Bruce
discussed w/ Fisher
12-16-75

December 12, 1975

Mr. Robert R. Fisher
Superintendent
Department of State Police
107 Public Service Building
Salem, OR 97310

Dear Mr. Fisher:

1085-S
392-H

This letter is in response to a report dated November 21 from Lt. James L. Phillips in reference to the Banfield high-occupancy vehicle lane project.

I am informed that the advisory committee meetings referred to in the report have been held since early in 1975. Consideration has been given by that committee and the Highway Division to the merits of the project, including the safety factors involved.

The officer's report indicates that the 45 miles-per-hour speed limit is possibly the only safety measure taken to lower the accident frequency on the project. Actually, many steps have been taken to offset the reduction in lane and shoulder widths, such as the installation of center concrete barrier and shoulder concrete barrier at abutments and obstacles, skid-resistant pavement, raised pavement buttons, emergency turn-outs, signing and an emergency telephone system. In addition, the operation will be continually monitored by Highway and Police personnel.

As indicated in Lt. Phillips' report, the new configuration, without the right-hand shoulder and narrower lanes, has been in operation for about one month. To date, there has not been a drastic change in the number of accidents. A review of recent accidents by the Highway Division indicates that many of these many have been the result of the construction work. A similar experience occurs on most construction projects in the metropolitan area, even though much effort is expended to negate the confusion caused by construction activities.

cy to Bellamy
12-16

The enforcement of the high-occupancy vehicle lane and preferential treatment for carpools and buses is a new operational characteristic in Oregon and will undoubtedly present new enforcement problems. That element has been a factor in the consideration of the project from the very beginning. I am certain that the State Police will make every effort to enforce the preferential treatment. I recognize that a public relations effort is very important to enforcement and, thereby, the success of this demonstration project.

The traditional method of handling congestion is to allow all vehicles to use new lanes. Preferential lanes should encourage increased patronage of mass transit, with a resulting reduction in noise and air pollution, as well as gasoline use.

This is the first of several such projects to be initiated in the metropolitan area in order to accommodate the increasing congestion of traffic without building new freeways. The popularity of and funding for new highways are simply running out.

I ask your assistance in taking those steps necessary to aid the Highway Division in making this demonstration project a success.

Sincerely,

Governor

RWS:bha

bcc Department of Transportation

George M. Baldwin
E. S. Hunter
R. L. Schroeder
R. N. Bothman

RNB:ebg/ESH:ja

(Prepared for the Governor's signature subject to his approval.)

Form 6-SM

TIME ..... OFFICER'S REPORT ..... No. .....

Place ..... OREGON STATE POLICE ..... County .....

Subject .... November 21 1975

Interstate 205 (Banfield Freeway)
Banfield Advisory Committee

Refer to report by writer dated April 4, 1975, and supplemental reports.

The writer attended the Banfield Advisory Committee meeting on November 20, 1975, held at the Oregon State Highway Department Banfield Office, Mr. Dan Klotz presiding.

There was considerable discussion on the marking of the GM Barrier (center divider) to alleviate the illusion the motorist has of driving into the barrier, when traveling in the inside lane, especially during rainy weather. It was concluded that reflectors would be used on either side of the barrier above the 2" vertical base with a 4" yellow stripe on the pavement 4" in from the base of the barrier. Rumble buttons will be used on this 4" stripe to alert the motorist.

The Federal Department of Transportation has consented to the use of the telephone call boxes in the emergency bay areas, a total of eight. The funds apparently have been provided. These phones will be connected to the Multnomah Patrol Office. The phones will have instructions on the outside of the door advising the motorist how to use them. We will have the capabilities of switching these phones over to State Police Milwaukie when the central dispatch center is activated.

Mr. Klotz advised that the 45mph speed, presently existing in this area of 80N, will remain after completion of the HOV lane and until surveys reveal the speed should be raised or lowered. This is possibly the only safety measure taken that will aid in the accident frequency. As mentioned in previous reports, it is our opinion that accidents will be on the increase once the HOV lane is opened. To date, we have not experienced a drastic change in the number of accidents, but this most certainly is due to construction workers being in the area with signing and coning directing traffic into or out of specific lanes of travel.

The writer has traveled this route many times during the construction process and has determined that the enforcement will be nil. The only elements of patrol technique feasible will be to detey violations and to assist those disabled, if we can get to them in time to hopefully prevent an accident. To prevent an accident under these circumstances, it will be necessary that our member place his patrol vehicle and himself in an extremely vulnerable position. To apprehend the violator, it will be necessary to follow them a distance of one to six miles for a safe location to make the stop. Then the member will be confronted with

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OREGON STATE POLICE

No. .....

Place ..... County .....

Subject .... 19..

convincing the motorist that he in fact committed the violation and that the officer in fact observed the violation. The next problem will be to convince the Multnomah County District Court of the facts, which we have found to be very hard to do under normal circumstances.

It is the writer's opinion that this so called experiment should be abandoned before it is ever implemented. This is probably not possible, but an attempt should be made to discourage opening of the HOV lane. It is believed the experiment would be more successful if all lanes were open to all traffic; in other words, abandon the idea of a bus-car pool lane which will carry an estimated 6,200 vehicles in a twenty-four hour period of time. The other two lanes will be carrying between forty and fifty thousand vehicles each in a like period.

The next committee meeting is scheduled for 2:00PM, December 12, 1975, three days after opening, which was changed from December 1, 1975.

James R. Phillips

503-19, James R. Phillips, 2nd Lt.

JRP/jkh

OREGON STATE HIGHWAY DIVISION

December 11, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

E. L. BROWER, Manager
Radio Cab
1613 Northwest Kearney Street
Portland, OR 97209

NOTED
E. S. HUNTER

Consideration will be given, by both the technical advisory committee (representatives of local jurisdictions and citizen groups) and the Oregon Department of Transportation to your request to include taxicabs in the high-occupancy-vehicle lanes on the Banfield Freeway.

The resolution approved by the transportation commission does not provide for taxis in the HOV lanes, but only for carpools and buses, but would include taxis with two passengers.

Your recommendation will be considered and I will advise you of the final outcome.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe

NOTED
R. L. SCHOLZ

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DEC 12 '75
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FOR

26-1436
160

December 4, 1975

Mr. Bothman
Assistant Hiway Engineer
5821 N.E. Glisan
Portland, Oregon

Dear Mr. Bothman:

I am writing in regards to the express lane on the Banfield freeway. I have heard no mention of taxicabs being able to use this lane. Our taxi's make hundreds of trips each day using this route and our industry is considered mass transportation also.

I feel taxicabs should have the same privileges regarding this lane of traffic as Tri-Met. We are regulated by the city of Portland and the Public Utility Commission of Oregon. All of our trips are urgent and necessary. Most of the time we drive two or more people, however, sometimes we have only one passenger. I feel it is very essential that our industry be able to use this lane of the freeway, it is the number one route to the airport for all taxicabs. Most of our passengers are in a hurry with deadlines to meet, so we need to be able to reach our destination the quickest way possible.

I wish to thank you in advance for your consideration and I hope to hear from your as soon as possible.

Sincerely yours,

RADIO CAB COMPANY

E.L. Brower
Manager

ELB:mb

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O.S.H.D. - METRO
DEC 8 1975
FILE

Veteran-Driver Owned

#8259

OREGON STATE HIGHWAY DIVISION

December 11, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

LUCILLE VOM CLEFF
11001 Northeast Skidmore
Portland, OR 97220

I did respond to your first letter concerning I-205 and the new Banfield high-occupancy-vehicle lane projects.

Your comments supporting the original design of I-205 will be considered and your recommendation noted with the many other responses we are receiving from East Multnomah County.

Thank you for your time in preparing your letter, stating your point of view, in order that it can be considered in determining the final design of I-205.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe

NOTED
E. S. HUNTER

NOTED
R. L. SCHROEDER

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FILE T/A

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12/7/75

Dear Sirs,

I would like to be counted as a home owner, tax payer, citizen against change in the origional design of I-205.

You must be aware of the difficulty in traveling from one area to another @ this time & with a change of less inter-change this will become a nightmare.

Just what is going on in the thinking, planning & concern for the citizens ??

Mr. Bonfield is such a God awful mean & I for one feel if there are any deaths they should be laid directly @ the Highway Dept. door & Mr. Bonfield.

Let's get the Highway out of the Political arena & get the job done.

The County Comm. should throw a road that is true, but not to a for the advantage of preserving Downtown Portland.

Many of us have no reason to journey to the City Center, we live, shop, work in our own areas.

Tri-met is great for those who can take it but lets face it, it is not the answer for many

for one thing industry is spread throughout the entire area & the City Exiles is somewhere we do not want, shop else as we care to.

Isn't there some one with enough guts to get this thing out of the hands of Politicans ??

Much of the way has been cleared with most of the homes relocated & still there is squabble.

Maywood area has been cleared & this was a very nice neighborhood some other areas also have been cleared but still there is argument.

I would like to question the integrity of Don Clark & although I have never been enrolled in politics I plan to really get out & muslin votes for who ever runs against him. He is a little man with small ideas & why should someone like that dictate to the Highway Dept -

Surely you fellows must have some influence regarding road building & should not be coerced into a stupid scheme which only make the citizens angry @ you.

You have the tools, the knowledge & support to - to know how to project the needs the desires of the people

but it is also your duty to produce the safest means for all Oregonians.

Again, the original design is O.K. anything else will only have to be re-done in another 10 yrs so why not do it right the 1st time.

We care what happens to Portland but not @ the expense of those of us who do not live on the heart of the city.

Again. I think the Bonfield is a mess & the speed limit should be 35 miles per hour until the lanes are widened.

Have you ever ridden the Bonfield @ peak hours on a rainy day & had a big truck or trucks pass you? believe me, 11' is not wide enough especially on the curves!

Try it, drive it, & have everyone in your Dept drive it for @ least 1 week & you will soon do something about that bloody alley —

Thank you.

Lucille von Oeff & Family
11001 N.E. Skidmore
Portland, Ore
97220 —

12-11

BANFIELD HOV LANE

DEMONSTRATION PROJECT

Union Ave.-82nd Ave.

HISTORY

The Banfield Freeway by the end of 1974 had reached the stage where major maintenance work was necessary.

The roadway surface was badly rutted and worn away to the point that water was running along in the wheel tracks and many inlets were sticking up above the pavement surface.

The double faced guard rail-type median barrier was substandard and half of the wooden posts were rotten.

At the same time, the traffic volumes had grown to the point where the freeway was operating between levels "E" and "F" during peak hours.

Reconstruction and widening of the freeway to accomodate the large volume of traffic would require years of planning, right-of-way negotiations and hearings plus many millions of dollars that was not available. A project that could be implemented rapidly, within the existing right-of-way and within available funds was needed.

Such a plan was available. The Highway Division has for several years worked on methods to add additional lanes within the existing right-of-way by narrowing lanes, utilizing shoulder areas etc.

The plans had not been implemented because the congestion had not yet reached the point to warrant it.

Last winter it was decided that since major repairs were necessary and congestion had reached a fairly critical level, one of the plans for adding additional lanes should be incorporated in the repair work.

It was further decided that just adding another lane wherever possible would be a very short-lived solution. That lane would soon fill up and we would be right back where we started from. We should therefore try to improve the efficiency of the freeway by increasing its people-carrying capacity instead of vehicle capacity.

Many ideas were considered. Reversible and contra flow lanes and selective ramp metering were some of the methods given thought.

It was determined that the best solution was to restrict the use of the added lane to buses and high occupancy vehicles. This would leave the non-high occupancy vehicle drivers the same number of lanes they had and would provide incentive for busing and carpooling.

A Technical Advisory Committee made up of representatives from the city of Portland, Multnomah County, Tri-Met, D.E.Q., Mass Transit, State Police and

local business and citizen groups was formed on April 3, 1975. This committee has been meeting regularly since that time assisting with the development of the project.

A public hearing was held on May 13, 1975 to solicit public opinion of the concept. Two people testified, one for the idea, the other against it.

In July the contract for the project was awarded to K. F. Jacobson Construction Company. Work was started July 28th.

"BEFORE" CONDITIONS

Prior to construction, hourly peak traffic volumes on the freeway were 1800 to 2000 vehicles per lane. The average daily traffic was between 95,000 and 100,000 with high day counts to 117,000. The design volume is 1500 vehicles per lane.

Occupancy counts show the daily average occupancy to be approximately 1.25 persons per vehicle. Throughout the day approximately 3% of the vehicles have three or more occupants. This percentage, however, drops to about 1.5% during the peak traffic hours.

Disregarding delays due to accidents, average speeds as low as 23 m.p.h. often occurred during peak flow eastbound and 25 m.p.h. westbound.

A program has been implemented that will monitor traffic volumes, speeds, lane usage, and air quality, not only along the freeway but also on Northeast Sandy Boulevard, Northeast Broadway and East Burnside, the main city streets adjacent to the Banfield. Accident rates and occupancy rates will also be monitored on the Banfield.

PROBLEM AREAS OBSERVED.

58th Avenue Westbound On-ramp

Since moving the driving lane next to the curb the acceleration lane from the ramp has proven to be too short. Proceedings have been started to correct this condition.

33rd and 82nd Westbound On-ramps

These ramps are being watched closely. The accident experience has not been bad but some complaints have been received. It's possible that these can be improved by revising the striping. If it proves necessary, other modifications may be made.

Headlight Glare from Opposing Traffic

A glare screen has been designed and a request for funds has been submitted. Reflectors have been attached to the sides of the median barrier and a yellow stripe will be painted on the pavement 4" out from it.

Stalled Vehicles

During peak traffic hours, the state police will increase their patrol in the area. Police cars will be equipped with push bumpers and will push stalled vehicles out of a travel lane into one of the emergency bays, or off the freeway via an off-ramp.

During the nighttime hours, between 10 p.m. and 6 a.m., the Highway Division will have a patrol in this section to notify the state police by radio of any problems on the freeway, and to drop flares and use rotobeams to give traffic some advance notice.

The state police will arrange to get a tow truck or whatever is needed to the scene.

The Problem of Law Enforcement

This has been the subject of many discussions with the project Technical Advisory Committee and the state police. Enforcement will be a problem. The police will not attempt to stop violators within the limits of this section of the freeway; instead, they will follow the violator beyond the area and then pull them over.

Puddles in Low Spots Next to Curb

Elevations have been taken and it is planned to patch out the low areas as soon as the contractor can get to it and weather permitting.

Impact Attenuator at 42nd Off-ramp too Close to Travel Lanes

We have requested and just received a new design for the attenuator that moves it further from the travel lanes and still maintains its protection integrity.

OBJECTIVES OF THE DEMONSTRATION PROJECT

Increase Use of Mass Transit (buses)

On December 1, Tri-Met added ten buses (Banfield Fliers) to their fleet to operate as express runs between Park and Ride lots in the East county area

and the Central Business District via the Banfield Freeway. On the first day of operation they carried 56 riders. By the ninth, the ridership had grown to 88. Tri-Met hopes to have those buses running full within six months.

Carpools

Every carpool of three removes three vehicles from the non-HOV lanes and two from the freeway completely.

If we can raise the percentage of vehicles eligible to use the HOV lane during the most critical period, the peak hour rush, from 1.5% to 6% in the first year, we will be starting to make a dent in the problem.

Accidents

The accident rate is monitored and for the first few months every accident report is examined to determine whether or not any patterns emerge. If a pattern does emerge, immediate attention can be focused on the area and corrective measures taken.

Hopefully, the project will cause no increase in the accident rate.

Travel time, air quality and occupancy rates are also monitored on a continuing basis and will improve as a spin-off from the increased use of buses and carpools.

Meeting the bus and carpool objectives would remove approximately 600 automobiles from the non-HOV Lanes during the peak hour.

Buses	10 x 45	=	450
Carpools	4.5% x 7000	=	315
			765 Persons
	765 ÷ 1.25	=	612 Vehicles

This would start opening the flow of traffic and raise the level of service.

WHAT IF IT DOESN'T WORK?

Since we are monitoring the operation closely, there will be little delay in identifying obstacles to its success. Once identified, the obstacle will be removed if possible. If necessary, the method of operation can be altered. Some of the alternates that may be considered are: (1) Restrict

the additional lane use only during peak volume hours, (2) Lower the number of occupants required for eligibility to use the HOV Lanes from three to two, (3) Close certain on-ramps during critical hours.

If, after we try to correct problems that occur, and after considering all the criteria, the project is judged to be unsuccessful, the lane markings and HOV Lane signing will be removed and the freeway will be restriped in the same configuration that it was prior to the construction.

POSITIVE FEATURES

Several improvements are being made to the freeway that often get forgotten in the tumult.

1. New porous AC surface that is free draining, quieter and has a higher coefficient of friction has been placed on the freeway.

2. The substandard median barrier has been replaced with a safer GM type.

3. Emergency telephones connected directly with the state police office are being installed.

4. New, reflectorized lane markers have been installed.

5. Protection has been placed around all bridge columns so a vehicle will be diverted before running into one.

6. An impact attenuator has been installed at the 42nd Avenue off-ramp.

7. The drainage will be improved. Vehicles will not have to drive along rivers of water in their lanes.

8. Light poles are being reinstalled with breakaway buses.

I am also attaching for your information a clipping from the Community Press newspaper, in which Lt. Jim Phillips, Oregon State Police, gives some pointers to Banfield Freeway drivers.

Banfield caution urged with lane openings

E. PORTLAND – Lt. Jim Phillips of the Oregon State Police has some special advice for motorists who are driving the Banfield Freeway. Construction is underway on the new bus and carpool lane which will open on Dec. 15. One bus and carpool lane is being added from SE 82nd Avenue to the Holladay exit heading west, and another is being added heading east from SE 39th to 82nd avenues.

The biggest problem, according to Phillips, will be the lateral movement, or lane changing once the new lanes are opened. Carpools and buses will be moving into the restricted lane, and everyone will need to drive more defensively and with greater courtesy. The lanes will be opening during the peak hours starting Dec. 15, and will be fully operational, 24 hours a day, when construction is complete early in January.

To alert motorists, Phillips has compiled a list of 11 driving tips for Banfield drivers.

The speed limit will be 45 mph.

Motorists should drive with courtesy at all times. They should allow carpools and buses to merge left.

Keep your gas tank at least half full.

Keep your car in good running condition.

If your car is equipped with emergency flashers use them whenever you spot trouble or have trouble yourself.

When you get into a lane, stay in it until you need to exit. Don't weave in and out of traffic.

Move to the right-hand lane in advance of your exit.

The driver on the freeway has the right of way. If you're entering, yield to those already on the freeway.

If you have an accident, move your car to the right to an emergency bay or exit if it is driveable. Don't remain in the traffic lanes, you'll just cause more accidents.

The Oregon State Police will be doubling patrols along the Banfield to enforce the restricted lanes and also to aid motorists. They will also be handing out $17 fines for lane violators.

Buses and carpools with three or more persons will be allowed in the restricted lanes. A carpool is defined as any group of three or more people, including the driver. Carpools do not have to be in the restricted lanes, but Phillips urges them to use the special lanes to reduce congestion for normal traffic.

gon State Police has some special advice for motorists who are driving the Banfield Freeway. Construction is underway on the new bus and carpool lane which will open on Dec. 15. One bus and carpool lane is being added from SE 82nd Avenue to the Holladay exit heading west, and another is being added heading east from SE 39th to 82nd avenues.

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Motorists should drive with courtesy at all times. They should allow carpools and buses to merge left.

Keep your gas tank at least half full.

Keep your car in good running condition.

If your car is equipped with emergency flashers use them whenever you spot trouble or have trouble yourself.

When you get into a lane, stay in it until you need to exit. Don't weave in and out of traffic.

Move to the right-hand lane in advance of your exit.

The driver on the freeway has the right of way. If you're entering, yield to those already on the freeway.

If you have a flat tire don't stop to change it. Turn on your flashers, pull to the right and continue to an emergency bay or exit.

When you're in the emergency bay, open

sistance will arrive shortly.

If you have an accident, move your car to the right to an emergency bay or exit if it is driveable. Don't remain in the traffic lanes, you'll just cause more accidents.

The Oregon State Police will be doubling patrols along the Banfield to enforce the restricted lanes and also to aid motorists. They will also be handing out $17 fines for lane violators.

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8259

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 10, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB POWNE, PE
8600 Southwest Leahy Road
Portland, OR 97225

NOTED
E. S. HUNTER

Your comments are appreciated on the Banfield high-occupancy vehicle lanes.

After initially proposed, a study was made of the high-occupancy vehicle lane project on the Banfield Freeway which went to construction this summer. The benefits to be derived from the high-occupancy vehicle lane in the reduction of the congestion and provisions for future additional demands were evaluated versus the narrower lanes and elimination of continuous shoulders for emergency parking. After providing substantial improvements to the safety, including the concrete median barrier, concrete shoulder barriers, skid-resistant surface, raised pavement markings, emergency telephone system, and signing, the decision was reached that the benefits derived from the high-occupancy vehicle lane did substantiate proceeding with the project.

Consideration was given to the short entrance ramps. The sight distance, once in the outside lane west of 33rd westbound, is adequate for the designated speed.

Consideration will be given to cutting back the plantings, if possible, in order to increase sight distance on the inside of the curb west of 33rd.

As you apparently utilize the freeway, you are aware that the current configuration has been in use for a month. A continuous monitoring of the project has been accomplished and will be continued as the project is initiated December 15, that is, when the buses and high-occupancy vehicle lane use is introduced to the project.

RECEIVED
DEC 15 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
DEC 11 '75
REFER TO
FOR
Info
Inves
R/D
D R
Sign

I solicit your assistance in giving the experimental project a fair trial. I ask for your comments once the project is initiated in order to assist with the evaluation of the new configuration.

ROBERT N. BOTHMAN mb
Asst. State Highway Engineer

mb

cc: F. B. Klaboe

8600 S.W. Leahy Road
Portland, Oregon 97225
December 1, 1975

26-1450
TJ

Oregon State Highway Dept
5821 NE Gilsan St
Portland, Or 97213

Attn: Metro Engineer

Subject: High Occupancy Vehicle Lane on I80N in Portland.

Dear Sir:

The basic idea of this lane is good in that providing an incentive to pool rides and use the bus is needed. The problem is in the adding the extra lane along the out side. I feal that safety is reduced by the shorter merging distances and the infreequent pull off places for people with car troubles. I use the 33rd west bound ramp and there is almost no merging distance left after you can see what is comming down the freeway from the East. The railing on the entrance ramp provided a pretty opaque screen untill you are in the middle of the merging situation. Then onee you get into the outside lane, the sight distance ahead arround the curve is so short because of the plantings, that someone stalled in that lane is a real hazzard.

I feal these two conditions should be corrected immediately before this experiment continues and there are serious accidents.

Very truly yours,

Bob Powne

Bob Powne, PE

FILE PE PR1 PR2 DE
O.S.H.D. - METRO
DEC 8 1975
DE FILE T/E

OREGON STATE HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

December 9, 1975

A. E. BRIM
137 Northeast 102nd Avenue
Portland, OR 97220

NOTED
E. S. HUNTER

The Highway Division does appreciate you taking the time to provide your comments relative to the 60th Avenue on ramp to the Banfield Freeway.

Steps have been taken to increase the length of that ramp in order to provide a merging area. The survey work has been accomplished. The contractor has been instructed to proceed with the construction and the work will be accomplished as soon as he can schedule it.

The Banfield high occupancy vehicle lane project is an experimental attempt to move more people on an existing facility. The project does have several limitations, however, it was the only feasible method of moving more people available to the Highway Division. Similar projects are being tried throughout the United States where other states are facing the same problems that we are in Portland, that is, the inability to construct additional freeways.

We ask your support in attempting to make this experiment a successful one.

ROBERT N. BOTHMAN mb
Asst. State Highway Engineer

RECEIVED
DEC 12 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

mb

cc: F. B. Klaboe

PROJECT NO. 26-1436
FILE CODE: 170

December 2, 1975

Oregon State Highway Commission
5821 N.E. Glisan
Portland, OR 97213

Gentlemen:

RE: Highway 80N

In the event it has not been called to your attention, I would like to point out the extremely dangerous condition which exists on the access ramp on Highway 80N at N.E. 60th. This condition has come about because of the adding of a new lane and has created an abrupt, almost instantaneous approach into the line of traffic when a car attempts to enter the freeway. Many people have commented regarding close or near close accidents.

I would suggest your review and immediate modification of this problem area, as I feel it is not in the interest of highway safety for you to continue to maintain the present configuration.

The N.E. 60th access approach is a ramp of high frequency usage which intensifies the problem.

Yours very truly,

A. E. Brim

ME PE PR1 PR2 DE
O.S.H.D. - METRO
DEC 3 1975
DE
FILE T/A

A. E. BRIM 137 N.E. 102ND AVENUE PORTLAND, OREGON 97220

Form 81-23-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8259

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section NE UNION AVE. - 82ND. AVE. Date DECEMBER 8, 19 75

Highway COLUMBIA RIVER F.A.P. No. U-323(27)

County MULTNOMAH Prefix 26-1051 Account No. 276-05

Description of Work To Be Done:

Signing Addtl

SEE OTHER SIDE OF THIS ORDER

APPROVED EFFECTIVE DATE 11/3/75
Contingent upon modification of project agreement if additional funds are required.

BY [signature]

TITLE Engineering Coordinator

DATE 1/12/76

FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

SEE OTHER SIDE OF THIS ORDER

Estimate of Quantities and Costs:

ESTIMATED COST ..... $ 1,200.00

The actual cost accrued will be charged against this project.

Explanation: These signs are needed for the following reasons:
1A. Warn traffic of road hazards caused by new HOV lane configuration.
1B. Notify public which 39th off ramp exit to take to reach the Hollywood Dist.
1D. Warn traffic parked in parking bays that vehicles have a parking time limit.
1E. Direct public on how to use emergency telephone at parking bays.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,831,451.63
Present estimate of project cost, including $ 1,200.00 for work under this order	$ 1,831,451.63
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
JERRY C. STREET, Resident Engineer

Approval Recommended: [signature]
Regional Engineer

Approval Recommended: [signature]
For: Construction Engineer or Bridge Engineer

Approved: [signature]
Construction Engineer

SP*79602-736

8259

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 8, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Easement Descriptions
N.E. 58th Ave. On-Ramp
N.E. Union Ave.-N.E. 82nd Ave. Sec.
Columbia River Highway
City of Portland
R/W File: 48836

Dear Sir:

As I promised you in my letter of December 1, 1975, enclosed are four copies of the description of the necessary permanent easement for the ramp at N.E. 58th Ave. necessary due to the widening of the Banfield Freeway for the construction of the bus lanes. This description can be utilized by your Company in the preparation of the necessary document for the permanent easement.

As further information is developed on this proposed permanent easement it will be forwarded to you for your information and use.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: R. L. Schroeder
J. H. Versteeg
J. L. Sollis
J. B. Boyd
E. L. Hardt
Jerry Street
Lou Grothaus w/copy description

NOTED
R. L. SCHROEDER

RECEIVED
DEC 8 1975
Office of
Assistant State Highway Engineer

Form 81-734-3123

#8257

3-76-H

December 5, 1975

Mr. Louis Williams
7327 N. Vincent Avenue
Portland, Oregon 97217

Dear Mr. Williams:

The high-occupancy vehicle lanes being placed on the Banfield Freeway were the subject of a hearing held May 13, 1975, after coverage on TV, in newspapers, and official notices. Prior to that, an advisory committee, consisting of representatives from the local jurisdictions involved on the project (including representatives from the Montavilla neighborhood and Hollywood Boosters) was formed. Our request for further representation on this committee was not successful.

A Negative Environmental Impact Statement was completed April 10 and made available in conjunction with the May hearing to familiarize interested persons with the project in order that they could testify at that time.

The hearing held last month was to review the action taken by the Oregon Transportation Commission in establishing the preferential use of the new lanes--not to review the project.

The purpose of the project is to increase the people-carrying capacity of the freeway and to alleviate the massive congestion that now occurs and is projected to continue if no alternative route can be found that meets the approval of the local jurisdictions representing the people of Portland.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. N. Bothman

RNB:ebg srb

rge

RECEIVED
STATE HWY ENGR
NOV 24 '75
REFER TO
Bothman
Info | Inves | R/D | D/ | | File

7327 N. Vincent Ave.
Portland, Ore. 97217

Nov. 20, 1975

ME PE PR1 PR2 DE
O.S.H.D. - METRO
NOV 25 1975
FILE T/A

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Some strange things are going on. a hearing was held regarding changes made on the Banfild Expressway. Why not earlier? These changes are well underway. I oppose very strongly the narrowing of the lanes as I did also the making of narrow lanes on the Marquam Bridge. Apparently, the voice of the public is to be ignored.

Sincerely yours.
Louise Williams

bcc Department of Transportation

bcc: George M. Baldwin E. S. Hunter
R. N. Bothman

RNB:ebg srb (Prepared for the Governor's signature subject to his approval.)

December 5, 1975

Mr. Louis Williams
7327 N. Vincent Avenue
Portland, Oregon 97217

Dear Mr. Williams:

As the Highway Division has advised you, a hearing was held in May 1975 to review the current high-occupancy lanes being developed on the Banfield Freeway. That effort concluded a study of the proposal with an advisory committee consisting of citizens and business representatives along the corridor, and representatives of the local jurisdictions.

The hearing held last month was for the purpose of reviewing the establishment of preferential lanes on the freeway in accordance with House Bill 3095. That bill authorizes the Department of Transportation to designate lanes for exclusive use of buses or high-occupancy passenger vehicles to conserve energy and facilitate public transportation.

The determination to proceed with the current project in the Banfield was made after considerable study and the completion of a review of all aspects of the project, including safety and the current congestion on the freeway. The solution is a forward look in attempting to resolve the traffic congestion without loss of safety.

This is a demonstration project. The advisory committee will continue to function for the purpose of continually evaluating the operation of the high-occupancy vehicle lanes and the freeway lanes. If problems develop, the Transportation Commission will take immediate action to address them.

However, both state and local jurisdictions feel the current project does address the existing traffic congestion and will provide a means to carry additional people on the freeway until such time as an alternative project can be developed in the metropolitan area of Portland.

If you have further specific questions or suggestions on the project, you should contact Robert Bothman, Metropolitan Engineer, Oregon State Highway Division, 5821 Northeast Glisan Street, Portland, Oregon 97213 or telephone 238-8226. Your input will be considered.

Sincerely,

Governor

RWS:bb

bcc Department of Transportation

7327 N. Vancent ave.
Portland, Ore. 97217
Nov. 20, 1975

James P.

Gov. Robert Straub
Salem, Ore.

003601

RECEIVED
NOV 24 1975
Governor's Office

Please prepare draft reply
for Governor's signature
by 12-5
Thank you.

Dear Sir:

First there was the Mt. Hood Freway fasco, and now concerning the Banfield Expressway, after much work is completed, at last a hearing was held. There was much opposition, particularly in the narrowing of the lanes. are the hearings meaningless, and the will of the public to be utterly ignored?

Sincerely yours,
Louis Williams

GSH

ME PE PR1 PR2 DE
O.S.H.D. - METRO
NOV 28 1975
FILE J/A

STATE HWY ENGR
NOV 26 '75
REFER TO
Bachman
FOR
Info | Inves | R/D | C/R | Sign | Act | File

RECEIVED
NOV 25 1975
OFFICE
DIRECTOR of TRANSPORTATION

#2257

#75

December 1, 1975

Hon. Clay Myers
Secretary of State
121 Capitol
Salem, OR 97310

Attention: Administrative Rules Section

Dear Mr. Myers:

Please publish the attached certified permanent rule in your Administrative Rule Bulletin on December 15, 1975, concerning the establishment of exclusive bus and high occupancy passenger vehicle lanes on the Banfield Freeway in Portland.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Walt Barrie
Gary Sund
Workmen's Compensation Board
United Press International
Assoc. Press
Oregon Labor Press
Assoc. General Contractors
Assoc. Oregon Industries

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, C. W. Head, Manager of Commission Services, Department of Transportation, do hereby certify the following information concerning the adoption of the attached administrative rule entitled "Resolution":

1) That a public hearing was held on November 18, 1975, in Portland to consider the adoption of the proposed rule.

2) That said notice of hearing was published in the Secretary of State's Administrative Rule Bulletin on November 1, 1975.

3) That said rule was filed with the Legislative Counsel Committee on October 20, 1975, and with the Budget and Management Division of the Executive Department on October 20, 1975.

4) That the Transportation Commission on November 25, 1975, adopted the attached rule (resolution) as a permanent rule and will become effective on December 25, 1975.

Dated this 1st day of December, 1975.

C. W. Head
Commission Services

RESOLUTION

WHEREAS, ORS 483.532, as amended by Oregon Laws 1975, Ch. 698, provides that the Department of Transportation, with respect to highways or streets under its jurisdiction may designate lanes to be used by busses or high-occupancy use passenger vehicles for the purpose of conserving energy and facilitating public transportation; and

WHEREAS, the Banfield Freeway, Oregon Highway Number Two is under the jurisdiction of the Department of Transportation; and

WHEREAS, the designation of lanes on the Banfield Freeway for exclusive use by busses and high-occupancy passenger vehicles would help to conserve energy by encouraging carpooling and would facilitate public transportation.

NOW, THEREFORE, BE IT RESOLVED by the Oregon Transportation Commission as follows:

1. The following portions of the Banfield Freeway are designated for exclusive use by busses and high-occupancy use passenger vehicles:

   a. The eastbound inside (median) lane from milepoint 2.88 to milepoint 4.59.

   b. The westbound inside (median) lane from milepoint 4.69 to milepoint 1.36.

2. For purposes of this rule, "high-occupancy passenger vehicle" means a passenger vehicle carrying three or more passengers.

3. Emergency vehicles may use the lanes designated for busses and high-occupancy vehicles when engaged in emergency action.

4. The high-occupancy use lanes shall be designated by signs and pavement markings as defined in the Oregon Manual of Uniform Traffic Control Devices or other approved signs and markings not in conflict with Oregon or Federal Highway Administration regulations.

5. The designation of the high-occupancy use lanes shall take place upon completion of the present reconstruction project in the affected areas of the Banfield Freeway.

This resolution shall be entered in the minutes and records of the Oregon Transportation Commission this 25th day of November, 1975, as/Resolution No. 256.

Miscellaneous

ADMINISTRATIVE ORDER

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

ORDER NUMBER 17

DATE October 28, 1975

SUBJECT: Delegation of Authority to Prepare Rules Designating Portions of Banfield Freeway for Exclusive Bus Lanes and High-Occupancy Vehicles

I, George M. Baldwin, do hereby designate the Assistant State Highway Engineer-Planning and the Metropolitan Planning Engineer to prepare a proposed rule designating certain portions of the Banfield Freeway for exclusive use by buses and high-occupancy passenger vehicles, publish notice of hearing on the proposed rule, conduct a hearing on the proposed rule and prepare a written summary of statements, and exhibits and other data received, together with a recommendation for action and present this material to the Commission.

George M. Baldwin
Director of Transportation

DISTRIBUTION:
Assistant Director for Administration
Assistant Director for Operations
Assistant State Highway Engineer-Planning
Metropolitan Planning Engineer
Chief Counsel
Manager, Commission Services
File

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

#70

October 20, 1975

Mr. Thomas Clifford
Legislative Counsel
100 State Capitol
Salem, Oregon 97310

Dear Mr. Clifford

Enclosed is a copy of an administrative rule which is being considered for adoption by the Oregon Transportation Commission. The rule designates certain portions of the Banfield Freeway for exclusive use by busses and high-occupancy passenger vehicles. The rule would be adopted pursuant to ORS 483.532 as amended by Oregon Laws 1975, Ch. 698.

A hearing will be held on the rule on November 18, 1975. Notice of the hearing will be published in the Secretary of State's Bulletin on November 1, 1975. The Oregon Transportation Commission will consider adoption of the rule at their November meeting.

If there are any questions or problems concerning this rule, please contact me at 378-4259.

Sincerely

Mary Deits
Assistant Attorney General

MD:hg
Enclosure

#75

October 20, 1975

Hon. Clay Myers
Secretary of State
121 Capitol
Salem, OR 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish the attached Notice of Hearing in your Administrative Rule Bulletin on November 1, 1975, concerning a rule establishing exclusive bus and high occupancy passenger vehicle lanes on the Banfield Freeway in Portland.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc George Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Walt Barrie - It is my understanding that Mary Deits will file rule with Legislative Counsel
Gary Sund
Workmen's Compensation Board
United Press International
Associated Press
Oregon Labor Press
Associated General Contractors
Associated Oregon Industries

BEFORE THE OREGON TRANSPORTATION COMMISSION

OF THE STATE OF OREGON

In the matter of the adoption of a rule establishing exclusive bus and high-occupancy passenger vehicle lanes on the Banfield Freeway.	NOTICE OF PROPOSED ADOPTION OF BUS AND HIGH-OCCUPANCY VEHICLE LANES RULE

1. On November 18, 1975, at 7:30 p.m., a public hearing will be held in the Metropolitan Section Conference Room, 5821 N.E. Glisan, Portland, to consider the adoption of a rule which would designate the inner lane of the Banfield Freeway eastbound from milepoint 2.88 to milepoint 5.16 and westbound from milepoint 4.69 to milepoint 1.36 for exclusive use by high-occupancy vehicles and busses.

2. The issue to be considered at the hearing is whether the inner lanes of certain portions of the Banfield Freeway should be designated for use by high-occupancy passenger vehicles and busses.

3. Interested persons may present their data, views or arguments either orally or in writing at the hearing.

4. A copy of the proposed rule may be obtained by writing to Mr. Cecil Head, 121 Highway Building, Salem, Oregon 97310.

5. The Director of the Department of Transportation has designated Max J. Klotz, Metropolitan Planning Engineer, to preside over and conduct the hearing.

Dated October 20, 1975.

C. W. Head
COMMISSION SERVICES

October 20, 1975

Budget and Management Division
Executive Department
240 Cottage Street, S.E.
Salem, OR 97310

Gentlemen:

Attached for your review are copies of a Notice of Hearing and the proposed rule concerning the establishment of exclusive bus and high occupancy passenger vehicle lanes on the Banfield Freeway in Portland.

Very truly yours,

C. S. Mead
COMMISSION SERVICES

fka

Att.

cc F. B. Klaboe
R. H. Bothman
Walt Barrie

8259

~~ROW 18-2~~ 15

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Encorachment Map
N.E. 58th Ave. On-Ramp
N.E. Union Ave.-N.E. 82nd Ave. Sec.
Columbia River Highway
City of Portland

Dear Sir:

Enclosed are four copies of an encroachment map showing the necessary permanent easement for the revision of the N.E. 58th Ave. on-ramp on the N.E. Union Ave.-N.E. 82nd Ave. Section of the Columbia River Highway in Multnomah County. As I discussed with you previously, this proposed additional easement is necessary to re-align the 58th Ave. on-ramp due to the widening of the Banfield Freeway during the construction of the exclusive bus-lanes. As soon as the description of this easement is prepared, it will be forwarded to you for your use.

If this proposed easement is acceptable to Union Pacific Railroad Co., please prepare the necessary Easement Indenture. As further information is developed on this proposed permanent easement it will be forwarded to you for your use.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: R. L. Schroeder
J. H. Versteeg
J. L. Sollis
J. B. Boyd
E. L. Hardt
Jerry Street
Lou Grothaus - w/copy enchroachment map: NOTE: It will be necessary for you to obtain an appraisal on this proposed easement. As soon as the description is available, it will be forwarded to you.

NOTED
R. L. SCHROEDER

RECEIVED
DEC 2 1975
Office of
Assistant State Highway Engineer

Form 81-734-3123

#2-7 12-75

APPLICATION FOR DEMONSTRATION GRANT

OREGON STATE HIGHWAY DIVISION

I. INTRODUCTION

In January 1975, the Oregon State Highway Division initiated efforts to solve the severe congestion problems occurring on the Banfield Freeway (I-80N). The facility has experienced a growth in average daily traffic volumes from 26,000 in 1958 to current rates averaging between 95,000 and 100,000. At present, the growth rate has stabilized, indicating that the facility is unable to accept any further increase in traffic volume. The Banfield remains the only existing east-west freeway and local, parallel arterials are currently operating within 100 to 200 vehicles of capacity. It became clearly evident that the accomodation of projected growth needs was conditional to added east-west transportation capacity.

A twofold desire to: 1) achieve a capacity increase without resorting to additional paved surface; and 2) improve the air quality in the Banfield corridor, resulted in a proposal to implement high-occupancy vehicle (H.O.V.) lanes as a carpool and bus-use incentive. Consequent to the uniqueness of this proposal, and the interest shown by regional, state, and federal agencies, the proposed Banfield H.O.V. Lanes subsequently became a Transportation Demonstration Project.

The H.O.V. lanes are expected to become operational by December 1975.

NOTED
F. B. KLABOE

II. PROJECT OBJECTIVES

The purpose of the project is to relieve traffic congestion within the Banfield corridor and provide a facility that allows for flexibility in operation

that will aid in the development of a suitable long-term solution.

A. General Objectives

1. Test the feasibility of using exclusive bus and high occupancy vehicle lanes on an established freeway in the Portland metropolitan area.
2. Lay the foundation for continuing transportation innovation in the Portland metropolitan area.

B. Specific Objectives

1. Assist in implementing the State of Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy (approved by the Environmental Quality Commission, October 26, 1972) by increasing the person per vehicle ratio on the Banfield.
2. Provide for carpooling and bus incentives in the corridor through the use of high-occupancy vehicle lanes (express bus and carpool).
3. Reduce traffic congestion on the Banfield Freeway and adjacent arterial streets.
4. Provide a safe transportation facility by improving the roadway surface.
5. Provide a time and fuel savings to the traveler.

III. DESCRIPTION OF PROJECT CORRIDOR

The Banfield corridor is situated in the northeast quadrant of metropolitan Portland and passes through some of the most densely developed residential, commercial, and industrial areas of this sector. Additionally, the east Multnomah County area served by the freeway is one of the faster-growing residential sections in Portland.

The general topography of the project area consists of gently rolling terraces which slope westerly toward the Willamette River. A group of small volcanic intrusions protrude above the surrounding terraces.

The freeway is constructed in a natural drainage depression known as Sullivan's Gulch, which begins at grade in the easterly portion of the project area and gradually increases in relief in a westerly direction, where it attains a twenty to thirty-foot depth below the adjacent terrain. It has long been utilized as a natural, gently-grade transportation route from the Willamette River to the Columbia River floodplain.

A Union Pacific Railroad also occupies the gulch along the north side of the freeway. The freeway grade is approximately 10 to 15 feet higher than the railroad grade throughout most of the corridor.

Prior to the start of project construction in July of this year, the freeway's configuration consisted of three lanes eastbound from Union Avenue to 39th Avenue where one lane was dropped. Two lanes continued easterly. Westbound there were two lanes from the east to Sandy Boulevard where another lane was added. Three lanes continued west to Union Avenue.

IV. TRAFFIC CONDITIONS

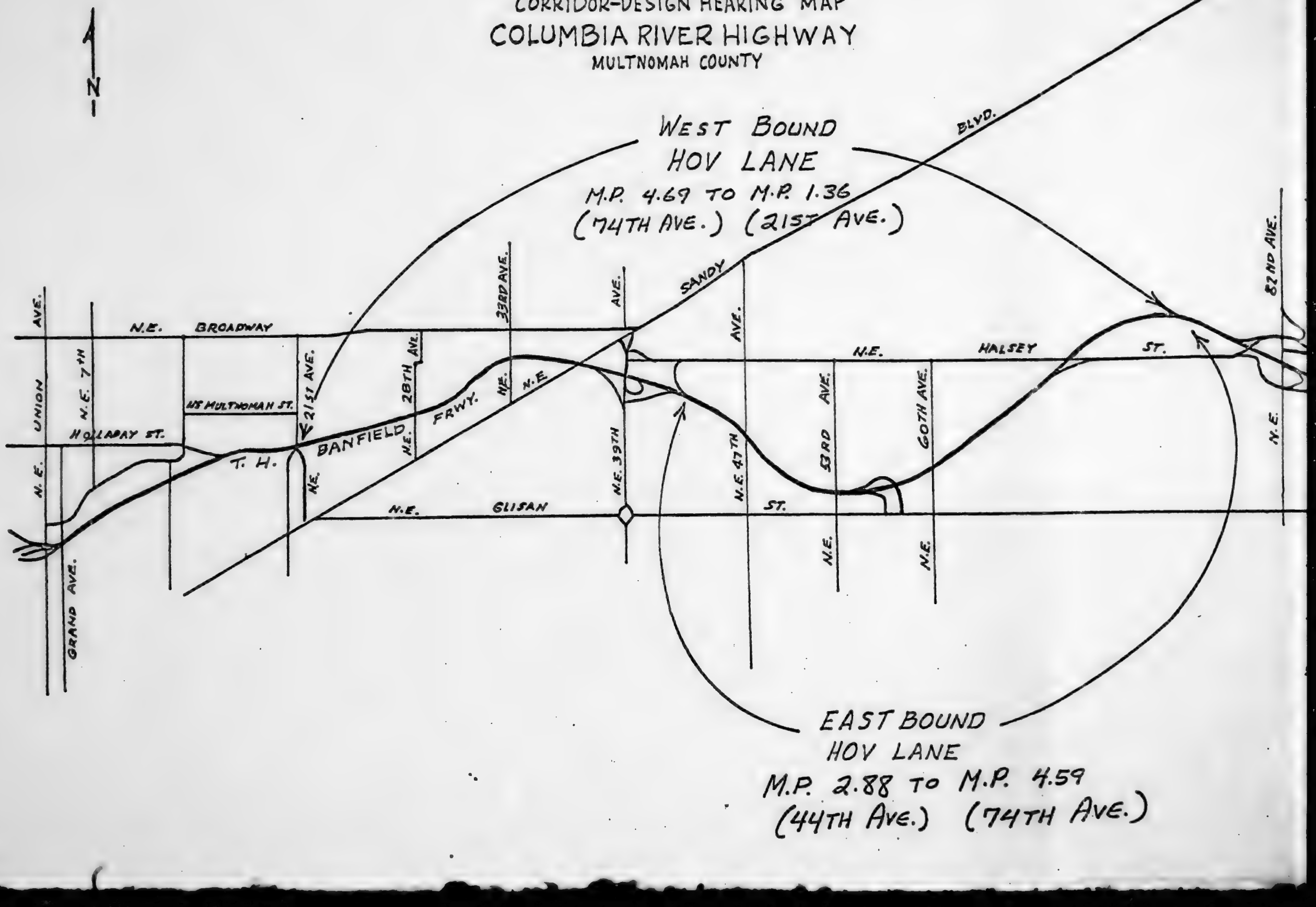
For the past eight years, peak-hour volumes on the Banfield Freeway have exceeded design capacity between 58th Avenue and the East Bank (I-5) Freeway. Present lane volumes in this section of the roadway, under peak-hour conditions, vary from 1,800 to 2,000 vehicles per lane. The hourly design volume is 1,500 vehicles per lane. Levels of service exceed the desired optimum, varying from forced (F) to unstable (E) flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles per day between 33rd and Holladay. This is in contrast to approximately 26,000 vehicles per day in 1958.

OREGON STATE HIGHWAY DIVISION

CORRIDOR-DESIGN HEARING MAP

COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

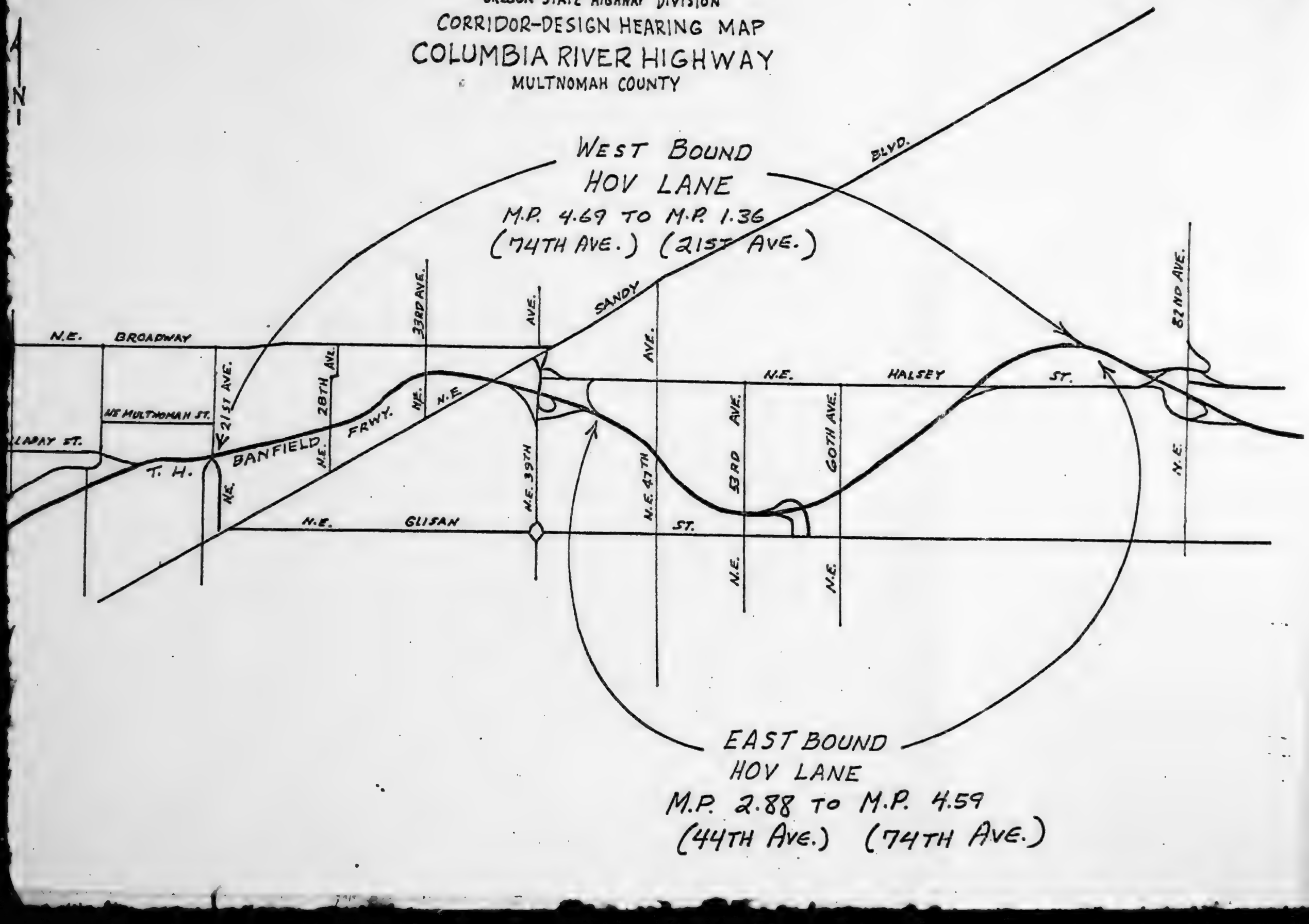


OREGON STATE HIGHWAY DIVISION

CORRIDOR-DESIGN HEARING MAP

COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY



Traffic growth trends over the past ten years indicated that the peak-hour volumes reached a high between 1966 and 1967. Since that time, the peak-hour levels have stabilized at or near the maximum. The lack of any significant increase in the past eight years illustrates that, under present conditions, the Banfield is incapable of accepting additional traffic in the peak-hour periods.

The arterial street system in the vicinity of the Banfield has a limited capacity to absorb additional traffic diverted from the freeway. During the morning peak, under level of service "D" conditions (tolerable delays), the Sandy Boulevard-Burnside route to the downtown could accommodate no more than a few hundred additional vehicles (between Grand Avenue and the freeway), while Glisan Street between Northeast 58th Avenue and Sandy Boulevard could handle roughly a hundred more vehicles. During the afternoon peak, these arterials are already operating at unstable flow conditions.

A survey conducted in January of 1975 indicated that approximately 23.6 per cent of the vehicles using the Banfield Freeway contained two or more persons. The survey also revealed that only 4.2 per cent of the vehicles were carrying three or more persons. This corresponds to an average occupancy per vehicle of 1.3 persons.

The extremely heavy use of the Banfield Freeway has caused extensive lane rutting. This situation presented hazardous driving conditions in wet weather, when standing water created tire hydroplaning; and, under both wet and dry conditions, the rutting caused loss of vehicle control.

V. DESCRIPTION OF PROJECT

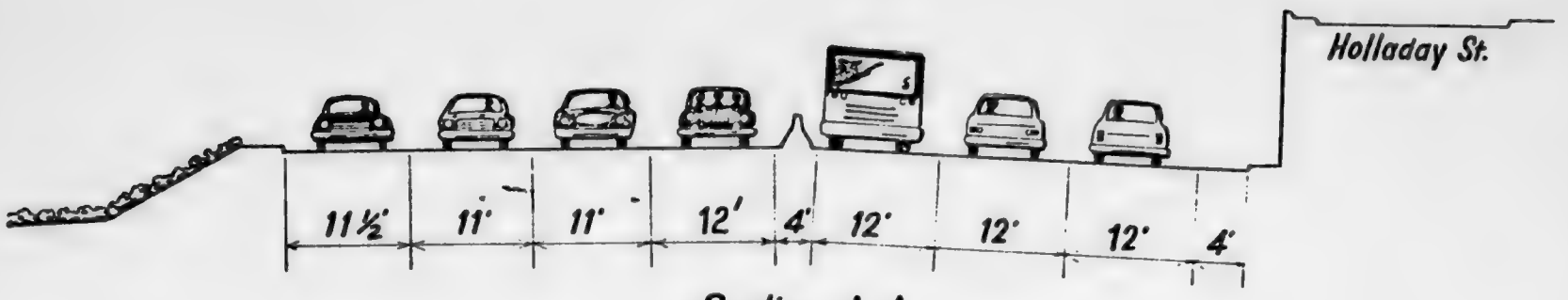
The new facility will occupy all of the pavement between curbs, eliminating the shoulder areas. A high occupancy vehicle lane next to the median barrier will be developed which will provide exclusive use to buses and other vehicles containing three or more people. There is no reduction in the number of lanes available to normal truck and car usage. The additional lane is derived by reducing the width of lanes by one foot and utilizing the existing shoulder area.

Eastbound, limitations in the existing cross section prevent the development of the H.O.V. lane from the Union Avenue structure to Northeast 39th Avenue where the transition section will start. The eastbound H.O.V. lane will be fully developed and actually commence at Northeast 44th Avenue. The H.O.V. lane designation is terminated at Northeast 74th Avenue, with the actual additional lane ending at Northeast 86th Avenue.

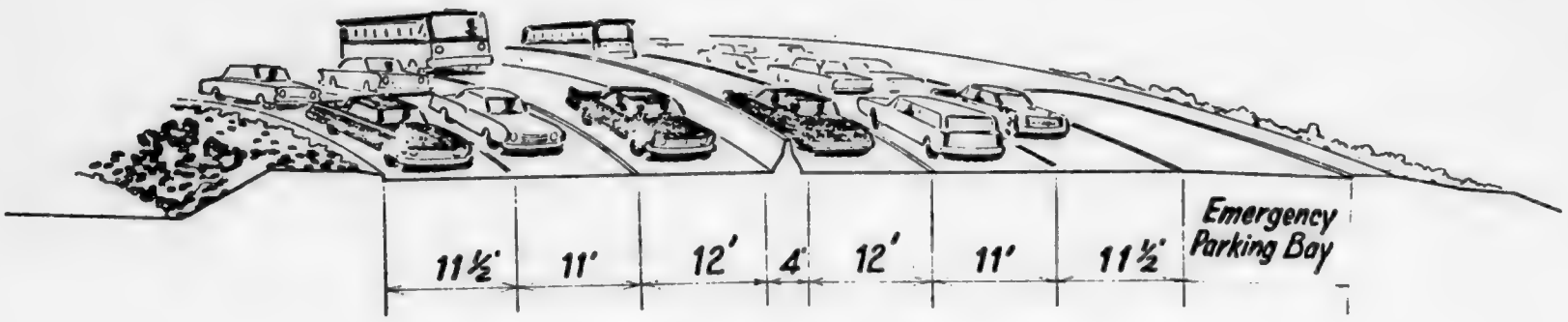
The westbound H.O.V. lane is developed westerly of the Northeast 82nd Avenue on-ramp. A length sufficient to merge the freeway traffic with the on-ramp traffic is allowed to avoid additional weaving movements in this critical section. The H.O.V. lane is continued to its designated end at Northeast 21st Avenue, with the actual lane ending at Northeast 14th Avenue. Again, there is no reduction in the number of lanes available to trucks and non-high occupancy vehicles.

One requirement for the project was the replacement of the substandard metal guardrail with the New Jersey or G.M. type of concrete median barrier. Precast members will be used with the exception of transition sections, terminal sections and a sawtooth section in the vicinity of Northeast 33rd Avenue. The members will be seated on polystyrene foam pads and pinned in place. The tolerances allowed between the barrier and the travel lane is critical. A minor hit on a section could close two lanes of traffic unless the sections are secured by pinning. Concrete shoulder barrier has been specified for those structure abutments and

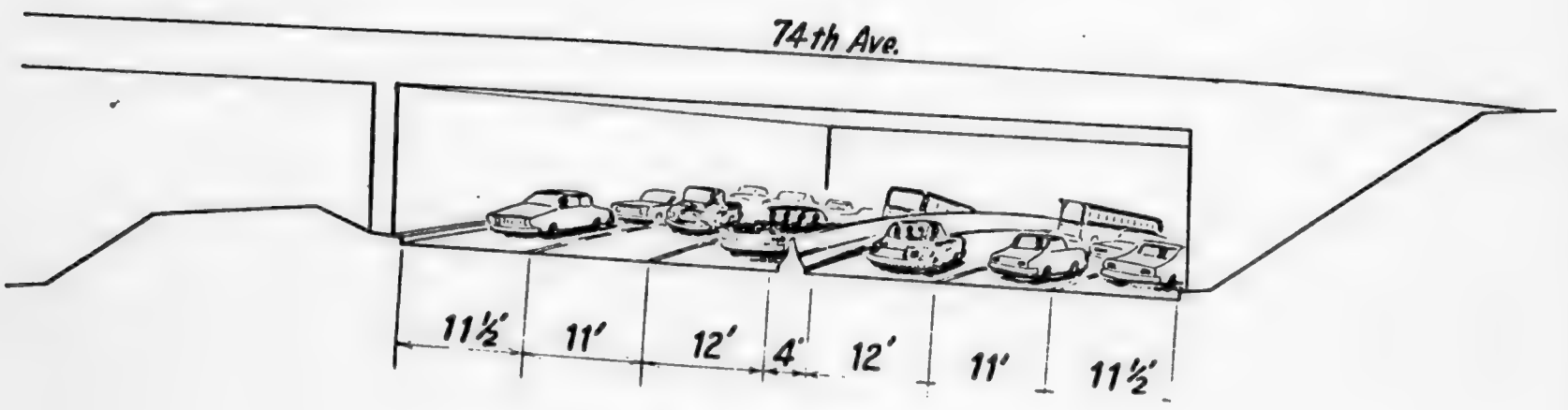
BANFIELD FREEWAY
HIGH OCCUPANCY LANES



Section A-A
Looking East at NE 23rd Ave.



Section B-B
Looking East Near Providence Hospital



Section C-C
Looking East at NE 74th Ave.

PROPOSED RESERVE LANES FOR HIGH OCCUPANCY VEHICLES ON THE BANFIELD FREEWAY (LOOKING WEST FROM 53rd AVE)

PROPOSED RESERVE LANES FOR HIGH OCCUPANCY VEHICLES ON THE BANFIELD FREEWAY (LOOKING EAST FROM 53rd AVE)

columns where the travel lanes are moved to the shoulder area. Exceptions to this practice are where continuous runs of guardrail exist.

The surfacing consists of patching the rutted areas with class "D" asphaltic concrete and overlaying the entire area with an open graded, modified class "C" asphaltic concrete. Vertical structural clearance deficiencies will be corrected by excavation and repaving.

Restriping of the entire section will be necessary. Standard button striping is proposed. The existing lighting of this area is extremely limited and no improvement is planned. Buttons are a necessity due to the dark section, the glare of oncoming headlights and rain. These three factors nearly preclude orientation with painted stripes. The buttons provide reflective light plus a rumble strip if the motorist wanders from the lane. The median barrier will reduce the headlight glare incidence by a minimum of 50 per cent, which in itself is a major improvement.

Because of the utilization of the existing shoulder area as part of a future driving lane, emergency parking bays will be constructed at approximately 2,000-foot intervals.

The overall length of the project is 4.76 miles

Basically, the H.O.V. Lanes will operate in the following manner: Westbound, the H.O.V. lane will start approximately 1,500 feet west of the Halsey Street overcrossing. Buses and vehicles with three or more occupants will move into that lane as soon as possible. All other vehicles will continue on in the other two lanes. The majority of the vehicles in the H.O.V. lane will be bound for the I-5 freeway or the central business district and will remain in that lane throughout its length. Vehicles that are eligible to use the H.O.V.

lane entering the freeway via the 57th Avenue, Sandy Boulevard or 33rd Avenue on-ramps will utilize it if it appears that there would be adequate gain to warrant the lane changes. The restrictions on the use of the inside (left) lane will end at 21st Avenue. The additional lane, however, will be continued on to 14th Avenue.

Eastbound, the H.O.V. lane would start at 39th Avenue and continue to 74th Avenue where H.O.V. designation ends. Again, if the eligible user intends to debark on one of the two off-ramps, occurring between 39th and 74th Avenue, he must determine if the H.O.V. lane would offer sufficient gain to warrant the lane changes. It is anticipated that a majority of the users would remain within the eastbound H.O.V. lane for its entire length.

VI. WORK PROGRAM

The overall work program is divided into several tasks. These are briefly described as follows:

Task 1. Project Planning, Design, and Implementation - Necessary planning and design steps have already been accomplished, with the project currently entering the latter stages of construction. The Oregon Action Plan for Transportation Planning was followed, resulting in normal design and planning evolution. Citizen participation and the preparation of a draft and final Negative Declaration were completed.

Task 2. Project Evaluation - A detailed monitoring program has been implemented to determine the operational effectiveness of the H.O.V. lane project in meeting the design objectives. The program has been functionally divided into two parts: A) Ambient Air Sampling; and B) Traffic Analysis. The monitoring will span a two-year period beginning in

December 1975 and ending in December 1977. Preliminary monitoring is currently underway to provide a pre-operational comparative data base.

The program methodology consists of the following:

A. Ambient Air Sampling

1. Carbon monoxide - Sequential air samplers will be installed at six locations. Two sites are located directly adjacent to, and downwind of the freeway travel lanes; one site occurs approximately 400 feet downwind of the freeway, up out of the depressed Banfield corridor; and three sites are located along arterial streets, paralleling the Banfield, which may incur traffic volume changes as a result of the H.O.V. lanes. Sampling will occur twice a week on randomly selected non-consecutive days, with all sites being sampled simultaneously. A sampling period will be from 6 a.m. to 6 p.m. and will be comprised of twelve one-hour samples.

2. Nitrogen Oxides (NOX & NO_2) - A continuous chemiluminescent NO-NOX analyzer will be installed at the same site as the RHC analyzer.

3. Lead (Pb) - A Hi-Vol sampler will be located at the same site as described for the NOX & NO_2 monitor. Two 24-hour samples per week will be taken.

4. Wind direction and speed - A M.R.I. station will be erected in the vicinity of the air sampling sites.

B. Traffic Analysis

1. Volumes (Total)

a. Banfield Freeway - One continuous counter for all lanes has been permanently installed at the western terminus of the westbound H.O.V. lane.

b. Freeway Ramps - Traffic loops have been cut in existing ramps for the length of the project. Counters will be circulated among these ramps to obtain a one week per month count for each loop.

c. Arterial Streets - Traffic loops have been cut in three arterial streets which parallel the Banfield and may incur traffic volume changes as a result of the H.O.V. lane. These loop sites correspond with the location of aforementioned arterial street carbon monoxide monitoring stations. A one-week per month count will be taken at each site.

2. Lane Counts - Lane counts will be taken manually at two locations on the freeway, three days each month, at 6-9 a.m. westbound and 3-6 p.m. eastbound.

4. Truck Counts -

a. Freeway - Numbers of trucks to be counted one day each month at a point mid-distant along the project length.

b. Arterial Streets - Number of trucks to be counted one day each month on each of the three aforementioned arterial streets.

5. Traffic Speed -

a. Freeway - Floater cars will be used to determine average traffic speeds between six check points along the freeway in both the restricted and non-restricted lanes. The runs will be made three days each month at 6-9 a.m. westbound and 4-7 p.m. eastbound.

b. Arterial Streets - Average traffic speeds will be taken at four arterial street locations where traffic counters and air sampling stations are to be located. Floater cars will be used. Each location will be sampled one day per month and the day selected will be consistant with the traffic volume and air sampling schedules.

6. Accident Rates - Ongoing compilation of traffic accident rates will continue.

7. Mass Transit

   a. Bus ridership will be monitored.

   b. Bus travel time will be monitored.

   c. Number of buses operating both on the freeway and affected arterial streets will be monitored.

   d. Changes in carpool use on the Banfield will be monitored by recording numbers of applicable carpool match requests received by Tri-Met carpool service

Task 3. Data Analyzation and Interpretation - Data will be handled in a manner so as to maximize the ease of accessibility and manipulation of information gained. A procedural plan for analysis and interpretation is in the process of development and resulting analysis and interpretation activities shall be reported in a quarterly progress report.

Task 4. Preparation of Demonstration Project Reports - All findings will be presented in a series of reports which would include quarterly progress reports, and a single final report. Sufficient copies will be prepared for necessary distribution.

VII. PROJECT SCHEDULE

Preliminary Engineering

Construction

Traffic Analysis

1. Volumes
   a. Banfield
   b. Banfield Ramps
   c. Arterial Streets
2. Lane Counts
3. Occupancy Counts
4. Truck Counts
   a. Banfield
   b. Arterial Streets
5. Traffic Speed
   a. Banfield
   b. Arterial Streets

Ambient Air

1. Carbon nomoxide (CO)
2. Non methane hydrocarbons (RHC)
3. Nitrogen Oxides ($NOX-NO_2$)
4. Lead (Pb)
5. Wind Direction & Speed

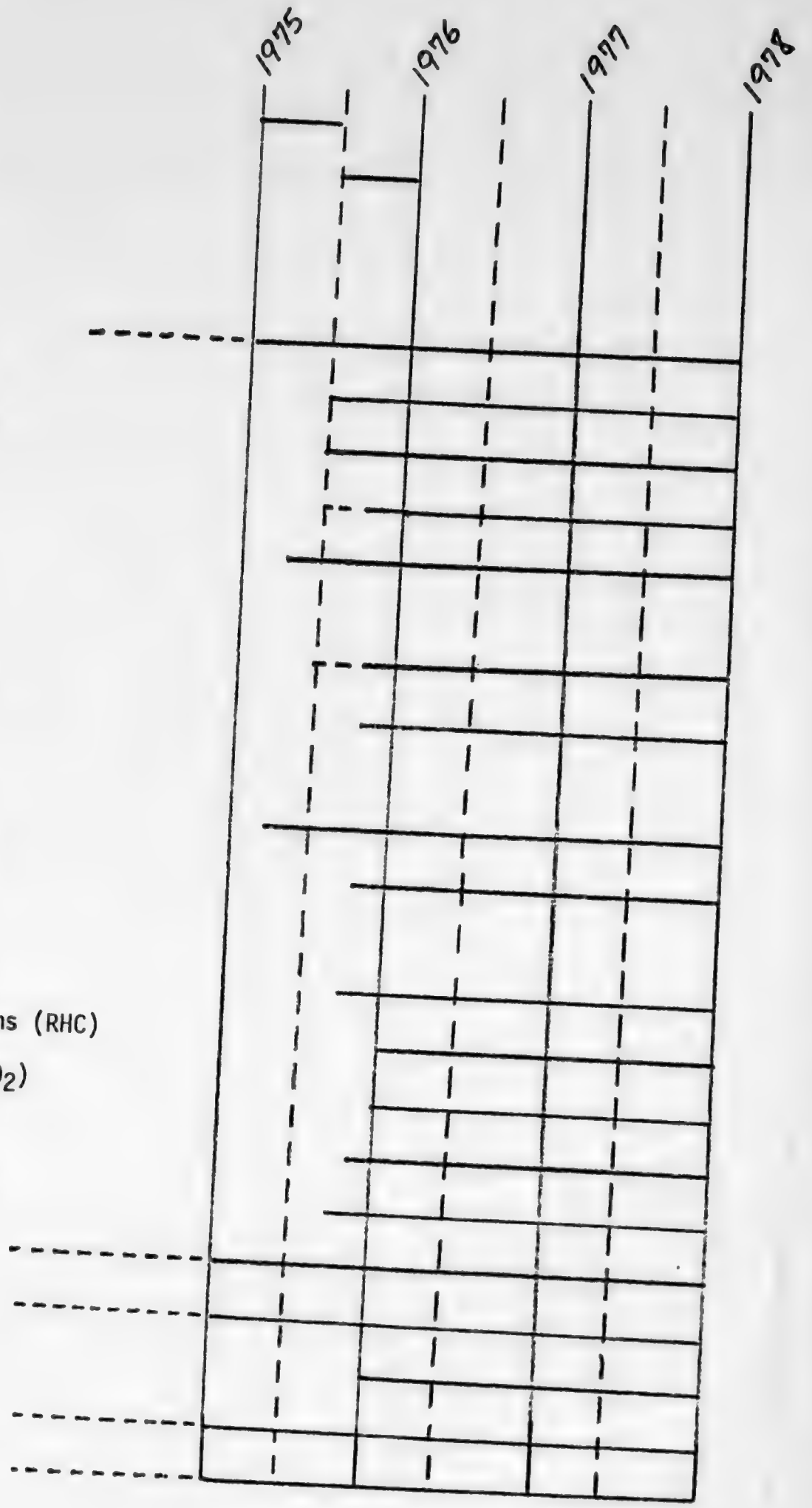
Bus Ridership

Bus Travel Time

# of Buses using H.O.V. Lane

Car Pool

Accident Rate



VIII. PROJECT ORGANIZATION

This project will be conducted by the Highway Division, Oregon Department of Transportation, and will be under the direction of Mr. Robert N. Bothman, Assistant State Highway Engineer. Mr. Max J. Klotz, Metro Planning Engineer, is designated as the Project Manager. The Highway Division's Environmental section and the Oregon Department of Environmental Quality will provide technical assistance for the monitoring portion of the project.

IX. PROJECT COSTS

It is estimated that the total project will cost $2,100,000. The costs are broken down as follows:

Preliminary Engineering	$ 130,000
Construction	1,700,000
Project Monitoring	260,000

A detailed breakdown of the project monitoring cost is attached.

B257

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

November 26, 1975

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Banfield HOV Lane
Demonstration Project

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

The opening date for the HOV lanes has been set for December 15, 1975. Most likely the contractor will have some painting and perhaps other minor work to perform on the median barrier. Thus, it is possible that the HOV lanes may have to be closed during off-peak traffic hours to complete the work.

After the lanes are opened, we will continue to monitor the accidents and traffic flow through the section to determine the effect of the HOV lanes and if modifications should be made.

Unless something catastrophic happens that requires immediate action to solve a safety problem, any changes we may wish to implement will be discussed by the Technical Advisory Committee along with representatives from OSHD's Region I office and the city of Portland police department and Traffic Engineering Bureau.

The state police and Tri-Met will also be watching the Banfield traffic very closely and I expect them to advise me or someone in the Metro office if they become aware of a problem. If necessary, we will then try to arrive at a method of solution for presentation to the Technical Advisory Committee, etc.

mb

cc: George Baldwin
Fred Klaboe
Ed Hunter
Ed Hardt
TAC members
Don Bergstrom
Steve McCarthy

NOTED
R. L. SCHROEDER

RECEIVED
DEC 1 1975
Office of
Assistant State Highway Engineer

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8259

OREGON STATE HIGHWAY DIVISION

November 25, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

R. B. KLABOE
Administrator of Highways

VICKIE SHEPPARD
12730 N.E. Rose Parkway
Portland, Oregon 97230

NOTED
E. S. HUNTER

Thank you for taking the time to write to express your views on the Banfield High-Occupancy Vehicle Lane demonstration project.

As we discussed on the phone the other day, allowing economy cars use of the restricted lane has been given some consideration. There were some problems identified with doing this such as how would you put up signing so there was no confusion as to what constitutes an economy car. Also, we don't know right now what effect this could have on the operation of the freeway. We are concerned about doing something that would tend to reduce the HOV Lanes value as an express lane thus removing any incentive for people to carpool or use the bus in order to be eligible to use that lane.

This is not to say that this is not a viable option, and will no doubt be given further consideration as we gain more experience with this project.

Last week orders were issued for the contractor to extend the 57th Avenue westbound on-ramp in exactly the manner you suggest in your letter. The contractor should be able to get to this work before long, eliminating the short ramp that now exists.

Thanks again for writing and don't hesitate to do so again, or give me another call if you have other questions or comments.

MAX J. KLOTZ
Metro Planning Engineer

cc Governor Bob Straub

bcc G. M. Baldwin
F. B. Klaboe
E. S. Hunter

NOTED
R. L. SCHROEDER

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Assistant State Highway Engineer

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FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

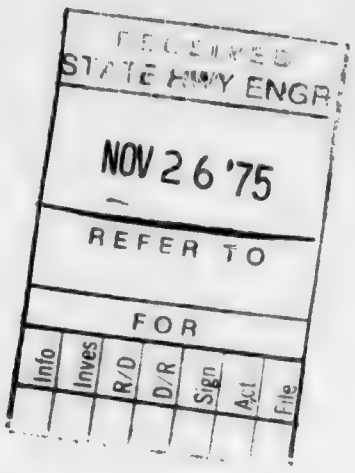
November 24, 1975

FILE: CON 5

FROM: MARION CRAFT
Regional Construction Engineer

SUBJECT: NE Union Ave.-NE 82nd Avenue
Contract No. 8259

TO: MEMO TO THE FILE

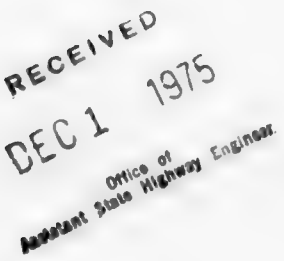


NOTED
E. S. HUNTER

Following Ed Hardt's letter of October 30, 1975, on the subject of Banfield HOV lane median barrier delineation, several responses were received and a couple of meetings were held with interested personnel, including the Banfield TAC.

As a result of these meetings and after careful study it has been decided to paint a four (4) inch yellow stripe about four (4) inches from the edge of the median barrier, and to place the yellow Stimsonite buttons on the vertical portion of the median barrier, just above the sloping face, at 100 foot intervals. Buttons will be placed at some trial locations, to determine if the spacing can be varied on the curves and tangent sections.

MC/b
cc: E. S. Hunter
H. S. Coulter
D. H. Moehring
Hal Versteeg
Jim McClure



NOTED
R. L. SCHROEDER

#8257

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

November 21, 1975

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Banfield HOV Lane
Demonstration Project

TO: MEMO TO THE FILE

F. B. KLABOE
NOTED

The accident monitoring on the Banfield Freeway within the limits of the HOV Lane demonstration project via the state police investigation records has proven to be unsatisfactory.

I contacted Roger Trygstad to enlist the aid of the Traffic Section in obtaining accident records from the Department of Motor Vehicles prior to their entry in the computer banks. This would eliminate a fairly lengthy delay before we could get the records from the computer and would give us more detailed information.

Trygstad contacted D.M.V. and worked out a procedure that should give us the information we need within a reasonable time.

D.M.V. will make copies of all accident reports turned in on the Banfield Freeway between Union Avenue and Northeast 82nd Avenue. The copies will be collected weekly by the Traffic Section and sent directly to me for tabulating and analyzing. The accident reports are confidential and will be destroyed after the data is obtained from them.

This procedure makes extra work for both the D.M.V. and Traffic Section so they were concerned about starting a process that may be unlimited in duration. I told Roger that we should know of any accident patterns by the end of February 1976 and the process could be terminated then.

mb

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. E. George

ENGR
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8959

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 20, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project U-323(28)
NE. Union - NE. 82nd Avenue Section
File 48532, Union Pacific Railroad
(Memo, 10-10-75, ROW 18-2)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Railroad and Utility Engineer J. E. Chidsey's memorandum provided an explanation of the negotiation and appraisal process utilized in reaching an agreement with the Railroad as to the value of the easements in the amount of $5,430.

Mr. Chidsey's explanation is accepted as a basis for Federal participation, except that a portion of the easements is not permanent, but temporary, and the appraisal should be placed upon the proper basis. Federal participation would be based upon the revised appraisal and review, not to exceed the settlement amount of $5,430.

Relative to Mr. Chidsey's comments as to the temporary easements for one of the turn-out bays, the present status of the easement is acceptable, with the understanding that if the railroad required vacation the State would have the responsibility of securing adequate right of way.

/s/ G. L. Green
G. L. Green

cc:
OSHD (Mr Boyd)
OSHD (Mr Chidsey)
OSHD (Mr M R Mitchell)
OSHD (Mr M Meade)
Mathias - 2

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R. L. SCHROEDER

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OREGON STATE HIGHWAY DIVISION

November 12, 1975 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

BILL HALL
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

NOTED
E. S. HUNTER

Subject: Completion Dates - Banfield HOV Lanes
West Portland Park & Ride Station
Barbur Boulevard Bus Lane

Mike Kyte and Ed Wagner asked for an estimate of the completion dates of the above projects.

This is the best information we have at this time:

Banfield HOV Lanes - Weather and other problems have caused the contractor to experience some unforeseen delays. We are still shooting for a December 1 date for opening the lanes during peak traffic hours. It is possible, however, that poor weather or something else may arise that could cause the opening date to be revised.

West Portland Park & Ride Station - The presently proposed letting date for the contract to construct the station and lot is March 1976. The design has not yet been stabilized to the point where an allowable number of workdays can be set. Whether or not the construction can be completed by the fall of 1976 is unknown but doubtful.

Barbur Boulevard Bus Lane - Like the previous project, this one is still being designed and the number of workdays has not yet been set. The contract letting date has been moved to February 1976. The way it stands now, I don't see any reason why this job can't be completed sometime during the next summer.

MAX J. KŁOTZ
Metro Planning Engineer

mb cc: G. M. Baldwin E. S. Hunter
F. B. Klaboe G. L. Sund

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Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

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#8259

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

November 4, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

Mrs. Luella Butts
3923 N. E. Multnomah
Portland, OR 97232

Dear Mrs. Butts:

We had intended to have the signing revised at the 39th Avenue exits as part of the contractors normal signing work, which would come near the end of the contract. However, considering the urgency of your last two letters, perhaps we can do this with our own State forces and hopefully can get it done during the month of November.

We weren't stalling or putting you off, it just seemed more logical to do the sign revision after the lanes were in their final configuration and with the rest of the Banfield signing that had to be revised.

I hope this gives you the information you need. If you have any questions, please let me know.

NOTED
F. B. KLABOE

Very truly yours,

Marion Craft
Region Construction Engineer

MC/lms
bc: F. B. Klaboe
R. L. Schroeder
L. E. George
J. C. Street

THIS COPY FOR

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
FOR
Info | Inves | R U | O K | Sig | Ar | ...

Form 81-734-3122

October 29, 1975
3923 N. E. Multnomah
Portland, Oregon 97232

Oregon State Highway Building
Salem, Oregon 97310

Re: Reprinting SIGN to HOLLYWOOD DISTRICT
& SANDY BLVD.
June 2, 1975 my first letter about the trouble and enclosed map sketch.
June 16, letter received from Mr. A. E. Johnson. Letter was being turned over to the Regional Engineer.
August 27, received letter from Marion Craft.
October 28, my second letter. More trouble with accidents. Asked the progress of SIGN.

RECEIVED
OCT 30 1975
Office of
Assistant State Highway Engineer

Dear Sirs:

I have listed our correspondence to enable you to check back on your files to this correspondence.

Just now 7:p. m. I came in from outside. It is a rainy night. Two dear young people driving home from Washington Square wanted to go to Sandy Blvd. Hollywood District. When they came to my door to report that they had backed into a car and wanted to report it. I told them the neighbor had parked there but that we would go over and tell him. The neighbor inspected his car and it showed a slight dent he dismissed it as that is the car that has had three mishaps. Of course the other two amounted into much damage one around the thousand mark—just to give you an idea that these are not just scratches we are talking about. The two young people apol gized and expressed how sorry they were and were on their way.

The neighbor and I made it a special point to ask why they were turning around? They said they wanted to go to Sandy Blvd. Hollywood District.

Likely you have my last letter stating an accident had taken place again. Tonight in this letter I want to make a statement that another "hit" has taken place. These accidents could be averted——if——that sign could be changed.

Even with the changes there is no sound reason WHY that SIGN cannot be put up stateing clearly the DIRECTIONS to Hollywood Disstrict. If you wait much longer for the completion of the Freeway Lanes we will add: more accidents / more insurance dollars flowing out for damages/ more gas used/ I could go on and on.

Please, please we want actions not just letters. Please let me know so I can channel the information on to the many interested neighbors in this block who are disgruntled.

Thank you.

Sincerely,

Mrs. Luella Butts

Cc Mr.AE. Johnson
Mr. Marion Craft

Take 39th North to
Sandy Blvd — Hollywood District

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
FOR
Init. Invest. R.D. D.R. Sign. Eng.

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 27, 1975

MISS LUELLA BUTTS
3923 Northeast Multnomah
Portland, OR 97232

We have investigated the signing problems on I-80N in the vicinity of the Hollywood District and have hopefully come up with a solution. Although probably not perfect, as you suggested in your letter, it will undoubtedly improve the present situation.

Basically, we will attempt to add additional emphasis to the fact that eastbound I-80N traffic wishing to go to the Hollywood District, or on 39th Avenue North, should use the second exit. This revised signing will be done soon as part of the current work on the Banfield High Occupancy Vehicle Lane project.

Marion Craft
MARION CRAFT
Metro Construction Engineer

mb

cc: F. B. Klaboe
R. L. Schroeder
L. E. George
E. L. Hardt

NOTED
R. L. SCHROEDER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

July 24, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing to Hollywood Dist.
I-80N @ 39th Ave.

TO: R. N. Bothman
Asst. State Highway Engineer

This office concurs that the sign revisions outlined in your letter of July 10 in regards to Hollywood District for eastbound traffic at 39th Avenue should be made.

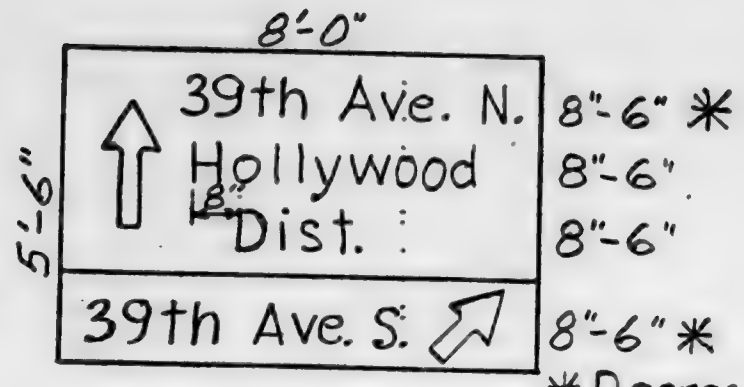
Attached is a print that shows our recommended layout for the two signs involved. You may have them installed as a part of the Banfield HOV lane project or you may want to make arrangements with Ed Hardt to have his crews do the work.

I suggest that you respond to Miss Butts once youare sure money is available for the work.

Attachments
ELS:rj
cc: R. L. Schroeder
E. L. Hardt

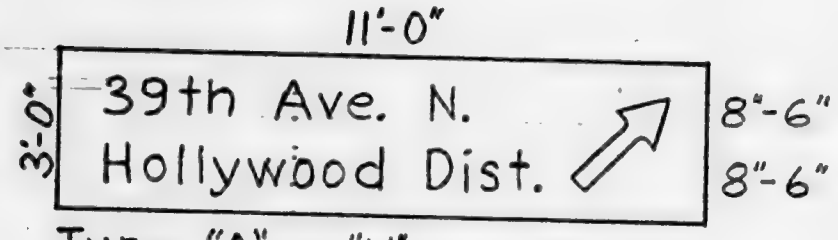
NOTED
R. L. SCHROEDER

RECEIVED



* Decrease all spacing by 50%

Type "A" or "U"
Install At SBD. Exit



Type "A" or "U"
Install At NBD. Exit

SIGNS TO HOLLYWOOD DISTRICT
I-80N AT 39TH AVENUE

RECEIVED
STATE HWY ENG.
JUN 4 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

June 2, 1975
3923 N. E. Multnomah
Portland, Oregon 97232

Oregon State Highway Building
Salem, Oregon 97310

Re: Reprinting better signs.

Dear Sirs:

Enclosed is a rough sketch or map that I have prepared to enable you to better understand the problem that exists that I am trying to present to you.

We have discussed this problem in the neighborhood and also with the city department and it appears to be a problem of the State Highway Division. I was delegated to write to you to see if we could get some action rather than getting a petition with signatures so you fully realize the extent of our problem. I feel that this is minor, not costly which makes it possible to correct without to much effort.

When drivers are going down the Banfield freeway east towards the Dalles but wanting to stop at the Hollywood district they get on the wrong exit. The driver just does not observe the sign to the Hollywood district. They will take the exit 39th south come up to Multnomah, make a left hand turn and proceed to turn around in one of the several drive ways. To date one driver backed into a garage wall causing damage, several cars have knocked down a wall about six different times in a year, many of the lawns next to the apron have been dug up by cars coming in to make their turn around. Another concern is that there are about twenty-five children in this block. We are very much concerned about their welfare.

Various persons have made the following suggestions. The sign "Hollywood district second right" is not conveying the message for some reason. Would "Hollywood district second right exit only" be more specific? Then to re-enforce the message placing a sign where the blue asterisk is on the enclosed map, making it very clear "Hollywood District next exit". These were some of the ideas presented. We are aware that you will come up with that perfect solution.

In a day we will have as many as seventy-five to one hundred cars make this error, however, that may not be the case every day, busy days it might exceed this number. It seems thatthis is definitely telling us an error does exist. Also they will stop and ask directions how to get to the Hollywood District.

Thank you for listening and for making some immediate effort to change this reading. Also, may I have a reply so that I may inform the interested persons?

Sincerely,

Luella Butts
Luella Butts

RECEIVED
JUN - 6 '75
TRAFFIC ENGINEERING

RECEIVED

SANDY Blvd

Holly Wood District

EAST

To: Dalles Oregon

Freeway Entrance

Turn around Drive Ways

39th North

Sandy Blvd

39-Ave North

OVERPASS

light

39-Ave South

Through TRAFFIC 39th N

Exit 39th South

Senate St.

I-way

WASCO St.

Multnomah St.

Hassalo St.

South

NORTH

Banfield Freeway

(Slight Curve)

Hollywood District Second Right ✳

39th Ave Exit ½ Mile

33rd Exit

West

(Hollywood District Next exit)
✳ Should have better directions

✳ Sign on slight curve.

Form FHWA 121 (Rev. 5-73) #825

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project U-323(27)
Banfield HOV Project
Banfield Freeway

DATE: November 4, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I agree with the proposed amortization schedule for the Nitrous Oxide Analyzer as outlined in Mr. Rulien's letter of October 30, 1975. This method is considered satisfactory in determining project costs for this specialized equipment.

for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
FOR
Info | Invest | R/D | D.R. | Sign | Act | File

October 30, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rufien
Project Management Section

SUBJECT Oregon Project U-323(27)
Banfield High Occupancy Vehicle Lane
Banfield Freeway

Your memo of October 21, 1975 requested an amortization schedule for the Nitrous Oxide Analyzer which we are purchasing for use on the subject project.

Information furnished by the supplier indicates that this equipment has a useful life expectancy of from 2 to 10 years depending on changes in technology rather than obsolescence of the equipment. We propose to amortize the equipment over a five-year period using the straightline method.

The project will be credited for any remaining value at the end of the project evaluation period.

Your concurrence in our proposed amortization schedule is requested.

DES:ljt

cc: E. S. Hunter
R. L. Schroeder
R. N. Bothman
Gary Potter

8259 #8259

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 21, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project U-323(27)
Banfield HOV
Banfield Freeway

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

By memorandum dated October 20 Mr. Hunter has requested approval to charge the cost of a Nitrous Oxide Analyzer ($15,000) to Engineering on this project. This equipment is specialized and is essential in the monitoring and evaluation of the HOV operations. Confirming discussion between your staff and the Area Engineer, I concur in your procedure with the stipulation that a realistic amortization schedule be prepared and the project credited for the remaining value at the end of the project evaluation period.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 23 '75
REFER TO
Rodeen - for a.
FOR
Info | Inves. | R/D | D.R | Sign | Art.

cy Gotherman
Schaeffer
Potter
Shoaf

#2257

October 20, 1975

TO Mr. G. L. Green, Division Administrator
Federal Highway Administration

FROM E. S. Hunter
Deputy State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Nitrous Oxide Analyzer
Banfield Freeway

The proposed monitoring program for the Banfield Freeway Occupancy Vehicle Lane will require the use of a Nitrous Oxide Analyzer. We propose to purchase this equipment at an estimated cost of $15,000, and charge it to the current construction project U-323(27) as an engineering expense.

We request your concurrence in this procedure.

DES:ljt

cc: R. N. Bothman
L. M. Rullen
Gary Potter
V. E. Skoog

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

September 29, 1975

FILE: 26-1439-100

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Banfield HOV Lane Monitoring Program

TO: E. S. HUNTER
Deputy State Highway Engineer

NOTED
E. S. HUNTER

Further investigation concerning the procurement of a No-Nox analyzer, as described in my letter of August 14, 1975, reveals that the cost of adding this capability has increased to approximately $15,000. The unit that was originally under consideration proved not to have a sensitivity range that would be suitable to our needs. Additionally, it will be necessary to enclose the sampling unit within an environmentally controlled chamber for the unit's own protection, and to insure the gain of usable data.

Rick Wood, of the Environmental Section, has prepared the attached itemized, preliminary estimate for No-Nox sampling.

Please advise as to the funding source for this equipment, and your concurrence of purchase. We currently anticipate a minimum two month delivery period for these items.

A more precise estimate will be forwarded upon determination.

mb

cc. Gary Potter

RECEIVED
STATE HWY ENGR
SEP 30 '75
REF TO
FOR
Info | Inves | R'D | D/R | SEC | SEC | File

10-1-75

Can we send this to ourselves and collect Fed. Aid-

Ed

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 16, 1975

Salem, Oregon 97310

FILE:

FROM: Richard Wood, Air Quality Engineer
Environmental Section

SUBJECT: Banfield HOV Project
NO-NOx measurements

TO: Bob Bothman
Metropolitan Engineer

In early August, I was asked by Max Klotz to research ways in which NO-NOx sampling could be accomplished as requested by DEQ on the subject project. The results of this effort was summarized by Max Klotz in his letter to E. S. Hunter of August 14, 1975. Initial estimates put the cost of obtaining the necessary analytical instruments at approximately $5400. Tentative approval of the purchase of this instrumentation was given in a letter from E. S. Hunter dated August 19, 1975. The purchase was to be charged against the current construction project as an engineering expense.

During an August 10, meeting with John Core, representing DEQ, we were informed that the instrumentation for which purchase approval was granted, would not furnish the necessary data on NOx. We verbally requested DEQ to reaffirm their need for such monitoring. A September 12 letter from John Core has in fact done this. Re-evaluation of the costs involved for instrumentation suitable to DEQ is attached. Several manufacturers offer equipment which will yield the desired results. It appears that it would be in the best interest of the project to procede with securing the necessary funds. As you may note, the costs involved have increased drastically, however the purchase of this equipment continues to be the most economical approach to obtaining the required data.

RW:ss

Attachments

cc: Gary A. Potter
Gary Waltenbaugh
Max Klotz
Geoffrey Kaiser w/attach

Banfield HOV Lanes
NO-NOx Analyzer
Cost Summary

1.	NO-NOx Analyzer (Teco Model 14D or equivalent)	$5,900
2.	Calibrator (Teco Model 101 or equivalent)	2,700
3.	Calibration (Span) Gas - 4 bottles @ $100 ea.	400
4.	Strip chart recorder*	N.C.
5.	Gas regulator*	N.C.
	Sub-total	$9,000
6.	Protective enclosure (installed)	4,200
7.	Air conditioner (installed)	300
	Sub-total	$13,500
	Contingency items	
	It is as yet uncertain as to the necessity of certain accessory equipment.	
8.	Zero air system (compressor, scrubber, filter and fittings)	200
9.	Analyzer timing system	100
10.	Labor for the above (Electrical Technician) 80 man-hours @ $15.00/hour	1,200
	Grand Total**	$15,000

*Equipment presently available
**Does not include operation and maintenance costs.

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 3, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: E. L. Hardt
Region I Engineer

SUBJECT: Banfield HOV Lanes Nighttime Delineation

NOTED
E. S. HUNTER

Your letter of October 30th requested suggestions for delineation of the median barrier on the Banfield HOV project. Not having had much experience with this problem, we called Region 3 and talked with Glen Clark about the method used on the Divide-Curtin Section where a similar situation of visibility occurred. Region 3 installed some high reflective tape squares near the top of the barrier at right angles to traffic and placed 90 feet apart in the slits between sections of barrier. These are held in place with cedar shingle shims as a temporary measure. They have only been in a couple of months so there cleanliness is not yet known. Reports are the visibility is excellent.

Glen Clark has recently returned from California and he says that for their median stripe they use a series of three yellow buttons; the first of which is reflectorized. The sets are placed four feet apart and the three buttons cover about 18 inches to 24 inches longitudinally. Glen says this makes almost a continuous yellow stripe at night.

It would be our recommendation that you use the California yellow button idea at about a foot from the barrier and also the tape squares near the top of the barrier with 90 feet or closer spacing.

This delineation seems worthy of a trial to see its effectiveness.

DNS:we
cc: Alfred Shirley
E. S. Hunter
H. S. Coulter

Copy to George 11-6-75

RECEIVED
NOV 6 1975
Office of
Assistant State Highway Engineer

NOV 4 '75
REFER TO
File
Info | Invest. | R.D. | D.E. | Str. | Air | File

NOTED
R. L. SCHROEDER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 30, 1975

FILE: METRO 26-1439-340

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: BANFIELD HOV LANES NIGHTTIME DELINEATION

TO: R. N. BOTHMAN
Metropolitan Engineer

HAL VERSTEEG
Road Design Engineer

L. E. GEORGE
Traffic Engineer

JERRY STREET
Resident Engineer

D. H. MOEHRING
Maintenance Engineer

JAMES McCLURE
District Engineer

NOTED
E. S. HUNTER

We have already received a complaint regarding the lack of nighttime visibility of the concrete median barrier on the Banfield project. The complainant stated that she was unable to determine the place where the pavement ended and the barrier began. I drove the project last night and found this complaint to be well founded. It is particularly a problem where we have illumination on the far side of the freeway because this casts a shadow in the area at the foot of the barrier. Particularly on the curves, you get the feeling of driving in no-man's land because you have nothing on the left-hand side of the highway to aim at.

I'm searching for things to do to correct this problem. At the moment my thought is to:

(1) Paint the median barrier as light a color as we dare, recognizing that the lighter it is the dirtier it will look. The thought is that the lighter appearance will show it up better in the dark.

(2) I'm hoping that a row of reflectorized pavement buttons will give the motorist a target. My thought would be to place these on the pavement about a foot from the barrier at about 20' centers, which would give the motorist something to look at and will also alert him when he runs over them.

I realize that under operation only high-occupancy vehicles will be using this lane, but I believe a delineation of the barrier is still warranted. I am broadcasting this letter to a number of people soliciting their comments on these ideas. Your suggestions would be appreciated.

RECEIVED
STATE HWY ENGR
OCT 31 '75
REFER TO
FOR

ELH/cr
cc E. S. Hunter
H. S. Coulter

#9259

Oregonian 10-30-75

Banfield explained

To the Editor: In response to letters "To the Editor" of Oct. 12 and 22, the Oregon State Highway Division is developing high-occupancy vehicle lanes on the Banfield Freeway.

The purpose of those lanes is to carry buses and carpools with three or more people, in order to relieve congestion in the other lanes.

Safety features have been added to the freeway, such as the concrete median and shoulder barriers, turnout lanes, raised pavement buttons, skid-resistant surfacing, break-away light standards, etc., to compensate for the reduction in lane widths.

A glare screen, similar to the one on I-5, was considered for the Banfield, but the $150,000 for construction was not available. A partial installation is now being considered.

The height of the barrier is based upon a design which will contain autos that strike it.

The project on the Banfield is a "doable" project; that is, one that is possible to implement in a short time. It is not intended or anticipated to provide for the east-west traffic movement in Southeast Portland. It will, however, provide immediate relief until a permanent solution can be developed by the people in the metropolitan Portland area.

R. N. BOTHMAN,
Assistant State Highway Engineer,
5821 NE Glisan St.

Oregoni Portland
10-31-75

Banfield no solution

The activity along the Banfield Freeway has led to the inference by some people that this is a substitute for the Mt. Hood Freeway through southeast Portland.

The Banfield project's purpose is primarily to provide special lanes for high-occupancy vehicles — that is, buses and car pools with three or more people. Other measures are in process to compensate for the reduction in the width of lanes, already too narrow on this winding stretch of the major freeway leading east from Portland.

But these things do not compensate for the loss of the Mt. Hood Freeway. This was affirmed in a letter on this page Oct. 30 from R. N. Bothman, assistant state highway engineer. "The project on the Banfield," he wrote, "is a 'doable' project; that is, one that is possible to implement in a short time. It is not intended or anticipated to provide for the east-west traffic movement in southeast Portland. It will, however, provide immediate relief until a permanent solution can be developed by the people in the metropolitan Portland area."

That certainly puts the egg in the pockets of the state, county and city officials who have, for some vague political reasons, obstructed the Mt. Hood Freeway project. What is to be the "permanent solution"?

When Gov. Straub, at the urging of some Portland city and Multnomah County officials, asked the federal government to ax the Mt. Hood project and transfer the money to other projects in the metropolitan area, his clear implication was that the remodeling of the Banfield Freeway was one of the alternatives.

It turns out that this is not true. There are still no plans for solving the traffic problems that would be solved by a freeway through southeast Portland.

NOTED
F. B. KLABOE

#8259

FORM 81-7-14-3030

OREGON STATE HIGHWAY DIVISION

FILE: 75-17

INTER-OFFICE CORRESPONDENCE

October 30, 1975

Portland, Oregon 97213

FROM: R. N. BOTHMAN
Asst. State Highway Engineer

SUBJECT: Banfield HOV Lane
Air Monitoring Program
Request for Additional Funding

TO: E. S. HUNTER
Asst. State Highway Engineer

As indicated in the attached report, the sequential bag sampling approach to the measurement of reactive hydrocarbons, which was recommended by DEQ, has proven to be entirely unsatisfactory. It is, instead, recommended that a continuous hydrocarbon analyzing system be incorporated into the air monitoring program. The additional cost to the program at this time would be approximately $20,000, making the entire trailer, NOX analyzer, and hydrocarbon analyzer package costing an estimated $35,000. Of this amount, $15,000 has already received administrative approval.

The procurement of this continuous analyzer will preclude the need for one additional Environmental Technician I at a cost of approximately $29,000 for the two-year monitoring period. Therefore, an anticipated overall savings of approximately $9,000 would result.

I request your approval to proceed with the recommended action to add continuous hydrocarbon monitoring capability to the HOV Lane Air Monitoring Program.

mb

Attachment

cc: G. A. Potter

Orig to Bothman
cy - Potter
cy - Schroeder
cy - Rubien
Files
11-3-75

APPROVED

E. S. Hunter

Date 10-31-75

RECEIVED
STATE HWY ENGR
OCT 31 '75
REFER TO
FOR
Info | Inves. | R-D | D-R | Sign | Act | File

BANFIELD HOV LANE

AIR MONITORING PROGRAM REPORT

October 27, 1975

The Department of Environmental Quality required in their correspondence of April 17, 1975, that the Highway Division initiate an Ambient Air Sampling Program to obtain data on pollutants associated with the operation of the Banfield High Occupancy Vehicle Lanes project. The pollutants for which data was required were carbon monoxide (CO), reactive hydrocarbons (RHC), oxides of nitrogen (NOX) and lead. Sampling of carbon monoxide was required at six locations, with one location providing for continuous monitoring of the other three pollutants as well as CO.

By letter of July 18, 1975, DEQ offered alternative guidelines to the original proposal. A continuous NOX analyzer was allowed to be substituted for the more costly and difficult "wet chemistry" approach. And, in lieu of continuous sampling of reactive hydrocarbons, DEQ recommended the use of an EMI sequential bag sampler which would serve a dual purpose in sampling both CO and RHC. Arrangements were to be made to have the samples from this unit analyzed at the I-205 air quality trailer located at Clark School.

An attempt was made to follow DEQ's recommendation, however, utilization of the EMI bag sampling unit for RHC monitoring has subsequently proven to be unfeasible. Arlo Bones of the Electrical Unit has conducted rather extensive testing of this method and his findings indicate that this approach to RHC

measurement will prove to be entirely unreliable. Arlo recommends, instead, using a continuous hydrocarbon monitoring system similar to the one currently in operation at Clark School.

Several additional factors should be considered if the bag sampling method were used despite its apparent low level of reliability. One additional Environmental Technician I would be needed to spend almost 100% of his time toward analyzing the obtained bag samples at the I-205 air quality trailer. The cost of this employee to the HOV Lane Air Monitoring Program would be approximately $29,000 over the two year monitoring period. By using the air quality trailer equipment to analyze the RHC bag samples, the monitoring of I-205 during the actual analyzation would be precluded. Hence, I-205 monitoring must either be shut down in the afternoon for several days per week, or bag analyzation must be accomplished during evening hours, resulting in awkward personnel scheduling. Added wear to the I-205 air monitoring equipment as a result of the RHC bag analyzation effort must also be considered.

As it now appears, continuous monitoring of RHC would be the prudent solution to this problem. The chance of jeopardizing the I-205 monitoring program would be alleviated, and RHC data would be gained at a substantially higher level of reliability

Present Status of Monitoring Program

1. Carbon monoxide: Sequential bag samplers have been purchased and located on site. Analyzer has been provided to the Metropolitan Section.

2. Oxides of nitrogen: Purchase of NOX analyzer and calibrator has been approved and items will be placed for bid within the next week. Strip chart recorder will be furnished by Equipment Unit.
3. Lead: One Hi-Vol sampler has been removed from the air quality trailer and placed on site.
4. Meteorological data: MRI unit and supplies have been furnished to the Metropolitan Section.
5. Reactive hydrocarbons: Bag sampling approach unworkable. It is recommended that a continuous analyzer be purchased.
6. Air conditioned enclosure: Proper operation of the NOX analyzer requires the construction of an air conditioned enclosure. The enclosure would need to be of sufficient size to allow access by a technician for equipment repairs and adjustments while maintaining the controlled temperature environment. Acquisition of such an enclosure was approved as part of the NOX analyzer request.

Recommendations for RHC analyzer acquisition

It has been determined by the electrical technician that continuous RHC monitoring is the only reliable approach if the Highway Division wishes to proceed in its obligation to provide DEQ with the data requested. Presently, the Highway Division owns one Beckman 6800 chromatograph (RHC analyzer) which is operated in the air quality trailer at Clark School. The Division experienced great difficulty with this analyzer when originally purchased due to inexperience with such equipment and a lack of knowledge of spare parts requirements. In

the last eight months we have progressed to a point where the operation of the chromatograph has been highly reliable. Both DEQ and the Beckman Instrument Company have acclaimed the ability of the Division, notably the Instrument Technician, to maintain the operation of this analyzer.

The Highway Division has demonstrated that reliable data acquisition is, in fact, a reality. Since the air quality trailer was moved to the Clark School site, nearly 64,000 samples of each of six pollutants and four meteorological parameters have been recorded with a high degree of success.

It is the recommendation of all persons associated with the Banfield HOV Lanes Air Monitoring Program, that another Beckman 6800 Chromatograph be purchased. The service offered by the Beckman Company has been excellent and the Electrical Technician has gained the experience necessary to operate and maintain such a highly sophisticated instrument. Spare parts which are kept on hand by the Electrical Unit for servicing the chromatograph at the air quality trailer could be efficiently utilized for either instrument if the Division obtained the Model 6800 for use on the Banfield HOV project.

Equipment Enclosure

The chromatograph, like the NOX analyzer, requires that a temperature controlled environment be provided. Again, access to the equipment during operation in such an environment is required. It is recommended that the enclosure already approved for use with the NOX analyzer be expanded to accommodate both the analyzers and support equipment (bottled calibration gases, calibration unit, hydrogen generator, sample pumps, equipment racks, and five

strip chart recorders). One strip chart recorder is available to the Equipment Unit and three others are located in the Vista Ridge Tunnel. The recorders in the tunnel have not been used in the last few years and would require some minor repairs and modifications. One additional strip chart recorder would need to be purchased.

There is no permanent structure in the project area which could be used to house this equipment. While the Division is awaiting the shipment of the new equipment, fabrication of the enclosure for the analyzers could be accomplished. Due to the ever increasing demand for project monitoring, it is highly desirable to acquire a portable enclosure. The Electrical Technician estimates that within two weeks after the analyzers arrive they could be installed in the trailer and operating on site.

Air Monitoring Trailer Cost Summary

	Estimated Cost	Available Funds	Status
NOX analyzer and Calibration Unit	$ 9,000	$ 9,000	To be placed for bid By October 31, 1975.
Beckman 6800 Chromatograph and hydrogen generator	10,000	--	
Strip Chart Recorder	1,000	--	
Repair Vista Ridge Tunnel Recorders (Total Parts & Labor)	1,000	--	Awaiting servicing at Salem Shops.
Enclosure (Incl. air conditioning as installed)	8,000	4,000	Awaiting decision on total package.
Equipment Installation	3,000	1,000	
Miscellaneous Hardware	3,000	1,000	
TOTAL	$35,000	$15,000	

#8259

43

October 10, 1975

Motorist Aid Call Boxes, on the Banfield Freeway.

SEE: TRA 12-1

8259

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 10, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: G. L. Green
Division Administrator

Federal Highway Administration

SUBJECT: Oregon Project U-323(28)
N.E. Union Ave.-N.E. 82nd Ave.
Columbia River Highway
R/W File: 48532

	Info	FOR	REFER TO	RECEIVED STATE HWY ENGR
	Inves			
	R/D			
	D/R			
	Sign Act		OCT 13 '75	
	File			

I have been asked by Mr. J. B. Boyd to respond to your letter to Mr. F. B. Klaboe, dated October 2, 1975, regarding the agreement between the Oregon Department of Transportation, Highway Division, and the Union Pacific Railroad concerning permanent and temporary easements on the above project. Information was requested in your letter concerning the proceedure followed in negotiations with the Railroad and why the permanent easement on one parcel contained a provision allowing the Railroad to request the State to vacate the parcel and rebuild a retaining wall at this location.

10-9-5

The original agreement with the Union Pacific Railroad contained two or three parcels on which the Railroad has the right to request vacation by the State and the construction of a necessary retaining wall. The parcel contained in the recent permanent easement agreement contains this wording, but it is not anticipated that the Railroad will in fact ever require the State to vacate the right of way parcel and build the necessary retaining wall. If this wording is unacceptable to the Federal Highway Administration, the only recourse would then be to go into the parcel and build the required retaining wall at this time at a much greater expense than we have incurred to Union Pacific in compensating them for the permanent easement. It also may be pointed out that if negotiations with Union Pacific Railroad reach conclusion for the proposed transit busways through the Banfield Freeway Corridor, this same easement would have to be acquired from the Union Pacific Railroad and since we presently have obtained the easement and paid them for it, this area would not be subject to further compensation to Union-Pacific.

The wording of the Agreement was prepared by the Union Pacific Railroad. We originally asked for a permanent easement at the location and they responded with the possible vacation wording. Since Union Pacific Railroad is unlike a private property owner insofar as it is difficult for the State to condemn them for property, and they insisted upon this potential vacation of the right of way as a condition to granting the permanent easement, the Highway Division had no choice but to accede to their demands. The Union Pacific also placed a monetary value upon the permanent easement that was being granted even with the vacation clause and this monetary consideration had to be met.

The first contact with Union Pacific Railroad regarding these permanent easements was made by me in a letter to them on March 31, 1975 at which time I sent them copies of the encroachment map and cross sections for the proposed easements. I had subsequent correspondence with them with revisions of encroachment maps, etc.,

RECEIVED
OCT 13 1975

NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER

and finally on June 4, 1975 I received from them the duplicate originals of the necessary agreement. Due to the short time frame available for receiving bids on this project, I asked Union Pacific to expedite the preparation of the Agreement which they did. The review appraisal for these permanent easements was received in my office on July 10 considerably after the receipt of the original counterparts of the agremeent. The agreement called for compensation to Union Pacific Railroad of $4800 for these two permanent easements. This was the first time in the negotiations with the Union Pacific that any monetary consideration had been expressed by either party for these permanent easements. I made no comment to Union Pacific regarding acceptance or rejection of their monetary consideration pending receipt of the review appraisal. When the review appraisal was received in my office I notified Union Pacific of the value of our appraisal and since it was in excess of their asking price for these easements, I requested permission from them to change the monetary consideration due them in the agreement to the review figure of $5430. As a point of information, it is my practice never to discuss monetary considerations with the Railroad on easements until after the review appraisal has been made. This is why I never mention compensation until I have received the review appraisal giving me a basis for accepting or rejecting the valuation that the railroads place upon their rights of way.

It is hoped that this will give you sufficient information to re-analyze the appraisals and the agreement. If any further information is required by your office, please contact me.

JEC:jk

cc: F. B. Klaboe
J. B. Boyd
M. R. Mitchell
M. M. Mead

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 2, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project U-323(28)
NE. Union - NE. 82nd Avenue Section
File 48532, Union Pacific Railroad

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As a basis for Federal participation in the right of way costs involving acquisition of easements from the railroad additional information is requested.

The State-Railroad agreement indicates that at least one of the easements being acquired is not of a permanent nature because the railroad may request the State to vacate the parcel which might require building a retaining wall to contain the proposed highway project. Federal-aid requirements call for acquisition of rights of way of such nature and extent as may be adequate for the construction, operation and maintenance of a project. Information is requested concerning the procedure followed in the subject case.

The appraisal of the easements indicates that valuation is on the basis of a permanent easement. Inasmuch as the easements are not all permanent the appraisal should be placed upon the proper basis. The extent of Federal participation will be considered following reanalysis of the appraisal.

From the programming information originally submitted it is not clear as to whether or not a settlement was reached with the railroad before the appraisal and appraisal review. Information is requested as to the procedure followed in the subject case. The State's file should also be documented with a negotiation record and a negotiator's certification.

G. L. Green

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STATE HWY ENGR
OCT 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Spec | Act | File

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R. L. SCHROEDER

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1975

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 26-1439-340

October 6, 1975

Portland, OR 97213

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Banfield HOV Lane Project

TO: MARION CRAFT
Metro Construction Engineer

NOTED
E. S. HUNTER

I have guaranteed to Bud Kramer, Director of DEQ, that additional auto lanes will not be initiated on the subject project.

The project has the approval of the EQC based upon the assurance that no additional auto capacity, in the form of additional lanes, will be initiated.

During construction please take whatever steps are necessary to see that at no time are additional lanes from the existing configuration used by traffic. This may require coning off the HOV lane until such time as we are ready to institute that lane for preferential use, or to use that lane for autos and cone off the right-hand lane. In any case, do whatever is necessary so that additional lanes are not used.

In the case of accidents, or any other reason, it is necessary to use the HOV lane for auto traffic, it should be restored as an HOV lane immediately upon clearance of the accident in order that at no time is an additional lane made available for general auto use.

ebg

cc: E. S. Hunter
E. L. Hardt
Jerry Street

Note to Hardt: Please take the necessary steps once the HOV lane is placed into operation to assure those persons having responsibility for this section of freeway that additional lanes from the 1975 configuration are at no time used for regular traffic. I recommend your District Engineer and Max Klotz huddle at the completion of the project in order that the DE can be completely familiar with the demonstration project on the Banfield and the procedures which have been established for the operation of that project.

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STATE HWY ENGR
OCT 7 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

RECEIVED

OREGON STATE HIGHWAY DIVISION

October 6, 1975

Telephone: 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

LOREN KRAMER
Department of Environmental Quality
1234 Southwest Morrison
Portland, OR 97225

NOTED
E. S. HUNTER
to Klaboe

NOTED
F. B. KLABOE

184-A
102.5

I wish to thank you for hearing me out in reference to some immediate problems between our staffs.

With the administrative decisions to proceed with construction of I-205 in 1976, and with the Mt. Hood Freeway transfer fund projects in 1978, a fully cooperative effort must be made between DEQ and OSHD. In fact, I believe unless that effort is accomplished, the projects will not be done within the time lines which have been established.

The highway division realizes DEQ's responsibilities, and further, the requirements which highway projects must meet. I believe your indication of full assistance and cooperation will lead to implementation of these needed projects on schedule.

In specific response to your letter of September 24, 1975 to Mr. Klaboe, the highway division has evaluated the traffic safety of the Banfield HOV Lane project and has weighed the requirements for safety as exemplified by the concrete median rail, the concrete abutment rail, the new overlay, the raised pavement buttons, traffic attenuators, etc. which have been made part of the construction project.

The responsibility for the operation of the Banfield Freeway rests with the Oregon State Highway Division by state statute. If indeed a safety problem occurs after the HOV lanes open, that operation will be terminated expeditiously. The approval of the project by DEQ precludes the use of the HOV lane as a conventional third-vehicle lane, and the division has no intention of resorting to that configuration. In fact, if the operation of the HOV lane proves unsatisfactory, the plan is to remove the existing striping and restripe the traffic lane back to the current configuration.

As you are aware, the project is being developed as a demonstration project. It is one of a kind in the nation. It has the purpose of establishing transit service and high occupancy vehi le incentives,

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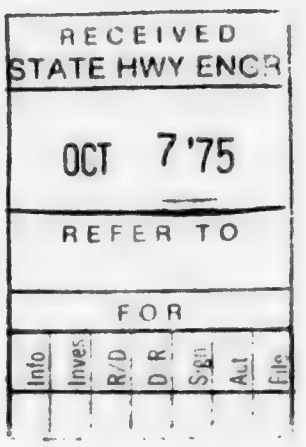
R. L. SCHROEDE

and the reduction of reliance on the automobile. It is also geared to immediate implementation, that is, without a massive reconstruction project. It is a do-able project.

There appears to be a difference of opinion between the DEQ staff and the OSHD staff about the striping of the lanes. The highway division, on this project, has been required to evaluate safety versus maximum utilization of the HOV lanes, and the decisions for the plan are based upon that determination. I might point out that the Oregon State Police are in agreement with the current highway division plan.

Again, I wish to thank you for your time last Friday, and to express full cooperation on behalf of the highway division staff with the DEQ staff.

R. N. BOTHMAN
Asst. State Highway Engineer



mb

cc: G. L. Jackson
F. B. Klaboe
G. A. Potter

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5395

RECEIVED
STATE HWY ENGR
SEP 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

September 24, 1975

Mr. Fred Klaboe
Administrator and State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Environmental Quality Commission (EQC) at its February 28, 1975 meeting endorsed the Banfield HOV Demonstration Project as consistent with the State Clean Air Implementation Plan (SIP) based on written assurances from your agency that the project was being advanced to:

A. "Test the feasibility of using exclusive bus and high occupancy vehicle lanes on an established freeway in the Portland Metropolitan Area."

B. "Lay the foundation for continuing transportation innovation in the Portland Metropolitan Area."

Unfortunately, recent actions by OSHD personnel have caused some concern within this agency which we believe requires a clarification from you or your Commission.

The Department of Environmental Quality (DEQ), through its participation in the Technical Advosory Committee (TAC) has expressed almost from the beginning a concern about the potential safety problems associated with the HOV project. While it is realized that DEQ is not a traffic safety department, we are concerned about the overall traffic safety of the project and how it relates to utilization of the HOV lanes. At the August 28, 1975 TAC meeting, a statement was made by a member of your staff that, "if a safety problem occurs after opening the HOV lane, operation may be terminated without consulting the TAC." (Refer to minutes of TAC August 28, 1975 meeting.) The Department is very much concerned about the implication of that statement and its relation to state air quality goals and regulations.

10-1-75
copy to
Gary Potter

NOTED
R. L. SCHROEDER

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In approving the Banfield HOV project, it was never the intention of the EQC to allow a situation to occur which could potentially allow the HOV lane to be used as a conventional vehicle lane without this agency's prior approval. While the TAC is presently exploring alternatives to the preferred configuration, the Department believes it should indicate that the use of the HOV lane as a conventional third vehicle lane on the Banfield could result in a violation of the Rules for Indirect Sources (OAR 20-100 through 20-135).

Since the concern for safety seems to be a continuing problem with this project, the Department suggests that serious consideration be given to stripping the HOV lanes so as to prevent lane changes from a point approximately just east of the 58 Avenue on-ramp to a point west of the Holladay exit in the west bound direction, and from a point east of the 39 Avenue on-ramp to a point west of the 82 Avenue exit in the west bound direction. While it is recognized this suggestion does have the potential of reducing the utilization of the HOV lanes, it is the Department's opinion that, at this time, safety is a more important operational parameter than maximizing the utilization of the HOV lanes.

With a proper traffic design and operations plan, the Department believes that the Banfield HOV project can be successful. It is still our position the HOV concept is a step in the right direction in terms of using existing roadways more efficiently while reducing environmental impacts.

Sincerely,

LOREN KRAMER
Director

CAS:cs

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

October 1, 1975

FILE: 75-17

NOTED
H. S. COULTER

FROM: R. N. BOTHMAN
Asst. State Highway Engineer

SUBJECT: Banfield H.O.V. Lane Monitoring Program

TO: E. S. HUNTER
Asst. State Highway Engineer

RECEIVED
OCT 6 1975
Office of Assistant State Highway Engineer

NOTED
E. S. HUNTER

Attached is the program and estimate of cost for the Banfield H.O.V. Lane monitoring program.

Two programs were considered: a full two-year program (plus three months for gathering base data prior to the opening of the lanes) for $250,000 and a reduced program designed to gather traffic data full-time for two years, but air information would be obtained only during two five-month winter periods as per D.E.Q.'s minimal program request, for $190,000.

Since the data gathered by this program will be used in conjunction with the future Banfield transitway (Mt. Hood Freeway transfer money) and very possibly other projects in the Portland area, I recommend we go with the full two-year air and traffic program.

The costs for the program should not be borne entirely by the H.O.V. Lane project.

We are working with F.H.W.A. to apply for a $50,000 grant each from U.M.T.A. and F.H.W.A. This leaves $150,000 to be split between the H.O.V. Lane project and the transitway.

Additional personnel are needed to perform the sampling and analyzing of the air samples and gathering of the traffic speeds and counts. Three Engineer Technician I's are required to perform this work, with periodic assistance from some of the Metro maintenance personnel.

One H.E. I is required to coordinate the programs and keep the records and information gathered straight and up-to-date and in report form.

I request your approval to proceed as recommended so we can finalize the program with D.E.Q. and F.H.W.A.

I also request your approval to obtain the new positions so personnel can be recruited and started as soon as possible for the collection of the base data.

mb

cc: H. S. Coulter
R. L. Schroeder
G. A. Potter

APPROVED
E.S.H.
E. S. Hunter
Date 10-3-75

Bothman cy.

Add. Personnel to come from surplus Engineers transfer the man and his position. CC Coulter (for men)

cy referred to C.T. Keeney - JAA

RECEIVED STATE HWY ENGR OCT 2'75 REFER TO FOR File Act Sign D/R R/D Invest Info

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

September 12, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

PRELIMINARY PROPOSAL

for

BANFIELD H.O.V. LANE AIR MONITORING PROGRAM

The proposed program will monitor the H.O.V. project for a two year period beginning in December 1975, and terminating December 1977. An additional two month period of monitoring will occur, prior to the scheduled December 1975 opening of the H.O.V. Lane, to provide a pre-operational comparative data base.

The program is functionally divided into two parts: A) Ambient air sampling; and B) Traffic analysis. Supportive meteorological data will also be included.

I Ambient Air Sampling

A) Carbon Monoxide - Sequential air samplers will be installed at six locations. Two sites are located directly adjacent to, and downwind of the freeway travel lanes; one site occurs approximately 400 feet downwind of the freeway, up out of the depressed Banfield corridor; and three sites are located along arterial streets, paralleling the Banfield, which may incur traffic volume changes as a result of the H.O.V. Lanes. Sampling will occur twice a week on randomly selected non-consecutive days, with all sites being sampled simultaneously. A sampling period will be from 6 a.m. to 6 p.m. and will be comprised of twelve one-hour samples.

B) Non-Methane Hydrocarbons (RHC) - Samples collected from the aforementioned sequential air sampler located 400 feet downwind of the freeway will also be tested for hydrocarbons. The sampling schedule is the same as for carbon monoxide, hence, 24 samples per week will be obtained.

C) Nitrogen Oxides (NOX & NO_2) - A continuous chemiluminescent NO-NOX analyzer will be installed approximately 400 feet downwind of the freeway, up out of the depressed Banfield corridor.

...oxide monitoring stations. A one-week per month count will be taken at each site.

...aforementioned arterial street carbon ...oop sites correspond with the ... as a result of the ... Banfield and ...

Lane Counts - Lane counts will be taken ... locations on the freeway, three days ... westbound and 3-6 p.m. eastbo...

Occupancy Coun... freeway...

D) Lead (Pb) - A Hi-Vol sampler will be located at the same site as described for the NO & NO_2 monitor. Two 24-hour samples per week will be taken.

E) Wind direction and speed - A M.R.I. station will be erected in the vicinity of the air sampling sites.

II Traffic Analysis

A) Volumes (Total)

1. Banfield Freeway - One continuous counter for all lanes has been permanently installed at the western terminus of the westbound H.O.V. Lane.

2. Freeway Ramps - Traffic loops have been cut in existing ramps for the length of the project. Counters will be circulated among these ramps to obtain a one week per month count for each loop.

3. Arterial Streets - Four traffic loops have been cut in three arterial streets which parallel the Banfield and may incur traffic volume changes as a result of the H.O.V. Lane. These loop sites correspond with the location of aforementioned arterial street carbon monoxide monitoring stations. A one-week per month count will be taken at each site.

B) Lane Counts - Lane counts will be taken manually at two locations on the freeway, three days each month, at 6-9 a.m. westbound and 3-6 p.m. eastbound.

C) Occupancy Counts - To be taken manually at a point on the freeway, mid-distant along the project length. The counts will be taken three days each month at 6-9 a.m. westbound and 3-6 p.m. eastbound.

D) Truck Counts -

1. Freeway - Numbers of trucks to be counted one day each month at a point mid-distant along the project length.

-me will be monitored.

3. Number of buses operating both on the freeway and affected arterial streets will be monitored.

4. Changes in carpool us[illegible] on the [illegible] monitored by recordi[illegible] match requ[illegible]

2. Arterial Streets - Number of trucks to be counted one day each month on each of the three aforementioned arterial streets.

E) Traffic Speed

1. Freeway - Floater cars will be used to determine average traffic speeds between six check points along the freeway in both the restricted and non-restricted lanes. The runs will be made three days each month at 6-9 a.m. westbound and 4-7 p.m. eastbound.

2. Arterial Streets - Average traffic speeds will be taken at four arterial street locations where traffic counters and air sampling stations are to be located. Floater cars will be used. Each location will be sampled one day per month and the day selected will be consistant with the traffic volume and air sampling schedules.

F) Accident Rates - Ongoing compilation of traffic accident rates will continue.

G) Mass Transit

1. Bus ridership will be monitored.

2. Bus travel time will be monitored.

3. Number of buses operating both on the freeway and affected arterial streets will be monitored.

4. Changes in carpool use on the Banfield will be monitored by recording numbers of applicable carpool-match requests received by Tri-Met carpool service.

A program will be developed to maximize ease of accessibility and manipulation of the data gained.

Approximate cost of the total program described will be in excess of $150,000.00. A more detailed estimate is currently being compiled.

pq

PRELIMINARY COST ESTIMATE
for
BANFIELD AIR MONITORING PROGRAM

September 19, 1975

Metro Participation

I. Manpower

A. Full program as proposed (27 months)

No.	Title	Base Salary	No. Months	Total plus 33.5%
1	HE 1	$1183.00	27	$ 42,641.00
3	ET 1	926.00	27	100,134.00
1	Scientific Instrument Tech.	15.00/hr.	3 (480 hr.)	7,200.00
			Sub Total	$149,975.00

B. Reduced program - 2 five month periods (Oct. - Feb., 1975-76 & 1976-77)

No.	Title	Base Salary	No. Months	Total plus 33.5%
1	HE 1	$1183.00	27	$ 42,641.00
1	ET 1	926.00	27	33,380.00
2	ET 1	926.00	10	24,724.00
1	Scientific Instrument Tech.	15.00/hr.	3 (480 hrs.)	7,200.00
			Sub Total	$107,945.00

II. Equipment Rental

A. Rental for full program

No.	Item Description	Rental/Shift	No. Shifts	Total
1	MRI-	$2.00	2,190	$ 4,380.00
2	Van	6.70 each	540	7,236.00
1	Pinto	9.00	540	4,860.00
			Sub Total	$16,476.00

B. Rental for reduced program

No.	Item Description	Rental/Shift	No. Shifts	Total
1	MRI	$2.00	2,190	$ 4,380.00
1	Van	6.70	540	3,618.00
1	Van	6.70	200	1,340.00
1	Pinto	9.00	540	4,860.00
			Sub Total	$14,198.00

III. Equipment Purchase (same for both programs)

No.	Item Description	Cost/Unit	Total
6	Sequential Air Samplers	$ 950.00	$ 5,700.00
1	No - NOX Analyzer & Calibrator	8,600.00	8,600.00
1	Controlled Environmental Container for No-NOX Analyzer	6,400.00	6,400.00
432	Tedlar Sampling Bags	4.50	1,944.00
		Sub Total	$22,644.00

IV. Consumable Materials, Parts, Miscellaneous, Etc.
(same for both programs) - - - - - - - $ 8,100.00

V. Sampling Site Construction
(same for both programs)

A. Labor - 1,700.00

B. Materials - 1,200.00

VI. Power Supply
(same for both programs) - - - - - - - - - - - - - - - - 1,500.00

Estimated Cost of Environmental Section's Participation for:

A. Full Program - 25,500.00

B. Reduced Program - 18,000.00

An itemized breakdown is attached.

Total estimated cost of entire monitoring program, including 10% contingency for Metro participation, is:

A. Full Program - - - - - - - - - - - - - - - -	$247,254.00	($250,000.00)
B. Reduced Program - - - - - - - - - - - - - - - -	$191,015.00	(190,000.00)

Environmental Section
Banfield HOV Lanes
Data Processing Costs
(per request of Geoffrey Kaiser, 9-10-75)

ME CE PE DE OE
METROPOLITAN ENGINEER
SEP 12 1975
EP JE UE FIE JIA

I. Personnel charges: (including loading factor of 33.5%)

a. October 1, 1975 - December 31, 1975 (3 months)

Senior Programmer - 20 hrs/mo x 3 mo x 9.12/hr =	547.20
Highway Engineer 2 - 20 hrs/mo x 3 mo x 10.04/hr =	602.40

b. January 1, 1976 - June 30, 1976 (6 months)

Program Analyst - 20 hrs/mo x 6 mo x 9.56/hr =	1147.20
Highway Engineer 3 - 10 hrs/mo x 6 mo x 10.56/hr =	633.60
Highway Engineer 1 - 10 hrs/mo x 6 mo x 9.12/hr =	547.20

c. July 1, 1976 - June 30, 1977 (12 months)

Program Analyst - 20 hrs/mo x 12 mo x 10.61/hr =	2546.40
Highway Engineer 3 - 10 hrs/mo x 12 mo x 11.72/hr =	1406.40
Highway Engineer 1 - 10 hrs/mo x 12 mo x 10.12/hr =	1214.40

d. July 1, 1977 - December 31, 1977 (6 months)

Program Analyst - 20 hrs/mo x 6 mo x 12.27/hr =	1472.40
Highway Engineer 3 - 10 hrs/mo x 6 mo x 13.52/hr =	811.20
Highway Engineer 1 - 10 hrs/mo x 6 mo x 11.13/hr =	667.80
TOTAL PERSONNEL CHARGES: (see also item IV)	11,596.20

II. Process MRI data (one roll per month) :

Keypunch - $50.00/mo x 27 months = (10 MONTHS)	1350.00	(500.00)
Computer time - $125.00/mo x 27 months = (10 MONTHS)	3375.00	(1,250.00)

III. Process Trailer Data (from bag samples) :

Computer time - $50.00/mo x 27 months = (10 MONTHS)	1350.00	(500.00)

IV. Develop coding form and program for NO_X data:

Senior Programmer - 40 hrs @ 9.12/hr =	364.80
Highway Engineer 2 - 40 hrs @ 10.04/hr =	401.60

V. Process NO_X data (one roll per month):

Keypunch - $50.00/mo x 27 months = (10 MONTHS)	1350.00	(500.00)
Computer time - $125.00/mo x 27 months = (10 MONTHS)	3375.00	(1,250.00)

Sub-Total (items I through III)	17,671.20
+10% overhead (equipment rental, supplies phone, etc.)	19,438.32 (19,500.00)
Sub-Total (items I through V)	23,162.60
+10% overhead (equipment rental, supplies, phone, etc.)	25,478.86 (25,500.00)

RMW:sz
9/11/75

REDUCED PROGRAM ITEMS I-V ------ 18,000.00

cc: Gary A. Potter
~~Jeff Zinn~~ Gary Walterbaugh
Richard Wood

Form FHWA 121 (Rev. 5-73) 8257

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project U-323(28)
NE. Union Ave - NE. 82nd Ave Section
File 48532, Union Pacific Railroad

DATE: October 2, 1975

In reply refer to: 1041RW

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is our letter of authorization covering acquisition of right of way. Authorization to acquire right of way was inadvertently omitted at the time of program approval. This occurred because ordinarily railroad agreements must be approved by the Oregon Transportation Commission before railroad work is authorized. However, in the case of right of way it is necessary to authorize right of way prior to approval by the Transportation Commission. Therefore, in the future where the State desires Federal aid in right of way acquisition the programming and request for authorization should be submitted at an early stage preferably before the start of negotiations. Only in this way may the State recover its full incidental costs.

G. L. Green

Attachment
Letter of Authorization

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
OCT 3 '75
REFER TO
FOR
Info | Inves | R/D | D-R | S-En | Act | File

cy Schroeder

RECEIVED
OCT 3 1975
Office of
Assistant State Highway Engineer

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
U-323(28)

STATE PROJECT NO.
NE Union Ave - NE 82nd Ave

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	August 15, 1975	Primary Route 45 / Columbia River Highway Primary Route 2

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:
Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of August 15, 1975 approved this project for inclusion in the Federal-aid Program.

As requested in Mr. Rulien's August 13, 1975 letter you are authorized to proceed with all phases of right of way acquisition for the subject project at an estimated cost of $6,000.00 - $4,690.00 federal funds.

Authorization to proceed with the acquisition of the right of way was inadvertantly omitted at time of program approval.

Federal participation will be limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-2-75	[signature]	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8259

#2259

43

October 1, 1975

183-H

Captain John C. Williams
Traffic Division
Department of State Police
107 Public Service Building
Salem, Oregon 97310

Dear Captain Williams:

Thank you for forwarding the officer's report concerning the HOV lanes being constructed on the Banfield Freeway in Portland. It is our intention to permit all eligible vehicles to utilize this lane throughout its entire length.

It should be recognized, however, that this is a cooperative project among Tri-Met, the City of Portland, and the Highway Division. If, for any reason, it should be determined that this is not a safe operation, revisions will be made by the Highway Division.

Thank you for your continued assistance in reviewing this demonstration project.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
R. N. Bothman (w/att.)
L. E. George "

RLS:js srb

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

September 26, 1975

FILE: 26-1439

FROM: R. N. BOTHMAN
Asst. State Highway Engineer

SUBJECT: Banfield HOV Lanes

TO: MEMO TO THE FILE

Bill Hall expressed concern with the lack of response to Tri-Met's request for restriction of access and egress from the Banfield HOV lane between 57th and 33rd.

OSHD considered a verbal request and does not feel that it merits implementation initially, preferring that the situation be monitored and, if necessary, implemented at a later date.

The Technical Advisory Committee has considered the issue and concurs with the state.

I advised Hall if that was not sufficient, which he indicated it was not, he should submit to me a formal recommendation with which I would pursue additional evaluation and reply as to the state's position on the issue.

mb

cc: E. S. Hunter
L. E. George
M. J. Klotz

NOTED
E. S. HUNTER

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
SEP 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
SEP 30 1975

Form 3a—30M

TIME 10:30AM

Place Multnomah

Subject INFORMATION-Supplement

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

County Multnomah

September 24 19 75

INTERSTATE 80N (Banfield Freeway)

Refer to report by writer dated April 4, 1975 and supplemental reports.

Lieutenant Brockway and writer attended the Technical Advisory Committee meeting on September 18, 1975. The meeting was held at the Oregon State Highway Department, Banfield Office, Mr. Max Klotz presiding.

The meeting was called for the purpose of discussion on the feasibility of restricting buses and car pools from creating a weaving pattern westbound between 58th Avenue on ramp and Holladay Street exit ramp. The suggestion had been to restrict use of the HOV lane to those eligible vehicles entering 80N at 58th, Sandy Boulevard and 33rd Avenue on ramps. In other words, these vehicles would not be allowed to utilize the HOV lane. If this recommendation was adopted, the only eligible vehicles would be those entering westbound at 82nd Avenue on ramp and points east of 82nd. To display a restriction of this type in hopes of eliminating confusion to the motorist, overhead signing and double painted lines would be used.

Lieutenant Brockway and writer, along with others on this committee, argued emphatically against such a proposal. If the HOV lane is successful in the least, the lane must be kept accessible to all eligible vehicles from beginning to end. The eligible vehicles entering from points west of 82nd Avenue must be allowed to utilize the HOV lane, to somewhat reduce the speed of the traffic in the HOV lane that entered from 82nd Avenue and points east of 82nd Avenue. These vehicles will move into the HOV lane whenever the threat of enforcement is absent and in doing so would create a potential serious accident because of the higher speed of traffic in the HOV lane. It was pointed out that we are not experiencing fatality type or serious injury accidents at this time on this stretch of highway and there is no need to create a potential by restricting this HOV lane to traffic it was designed for. The more vehicles that can be put into the HOV lane, the slower and smoother traffic will flow and will eliminate 50-55mph speeds in the HOV lane as opposed to 18mph in the other lanes between 58th Avenue and Sandy on ramps and the present 35-40mph between Sandy and Holladay Street off ramp.

We are hopeful that the addition of the HOV lane will create more car pooling thereby placing more vehicles in this lane and thinning out those in the existing lanes causing traffic to move at an estimated speed of 35-40mph from 82nd Avenue to the Union Avenue overpass area. If this occurs within a reasonable length of time after opening of the HOV lane we can certainly classify it as being a successful operation.

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
SEP 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 8

MEMORANDUM

OREGON STATE POLICE

Salem, September 25, 1975

To: Mr. Fred B. Klaboe

From: General Headquarters
Traffic Division

Reference:

The appended report contains information on the views of our station commander whose patrols are responsible for traffic control on the freeway system in Portland.

Holly V. Holcomb, Superintendent

By

John C. Williams, Captain

RECEIVED
STATE HWY ENGR
SEP 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Copy to:

Form 3a—30M

TIME 10:30AM

Place Multnomah

Subject INFORMATION-Supplement

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

County Multnomah

September 24 19 75

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NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
SEP 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 3a—30M

TIME .....

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

Place ....Multnomah.....

County ....Multnomah.....

Subject ....INFORMATION-Supplement....

.....September 24..... 1975

It remains writer's opinion that this HOV lane will not work and will eventually be opened to all traffic, probably within a short time after completion of construction. It definitely must be given a reasonable opportunity to become successful and monitored on a day to day basis. Looking at this from the enforcement stand, it would require at the minimum of five patrols between 82nd and Union Avenue to be successful in detering those vehicles from using the HOV lane who do not qualify as a bus or car pool. Once one is observed in violation then it would become a tremendous hazard and create confusion in attempting to stop the violator by crossing over two lanes of highway which are already carrying more traffic than designed for.

The tentative date for opening of the HOV lane is now December 1-15, 1975. The next Technical Advisory Committee meeting is scheduled for Octer 23, 1975 at 2:00PM in the Banfield Highway Department Conference room.

JRP/mb

James R. Phillips

7308-19, James R. Phillips, 2nd Lt.

#8259

PRO 6-2

September 4, 1975

TO: G. L. Green, Division Admin.
Federal Highway Administration

FROM: L. W. Rullen
Project Management Engineer

SUBJECT: N.E. Union Ave.-N.E. 82nd Ave. Section
Project No. U-323(28)
(File 48532 Union Pacific Railroad)

We hereby request your authorization to proceed with the actual acquisition of the above property on the subject project. The property rights being acquired consist of temporary and permanent easements as contained in the agreement with the Oregon-Washington Railroad and Navigation Co. which was approved by the Oregon Transportation Commission and the State Highway Division on August 19, 1975.

A copy of right of way map 9B-12-16, with the areas being acquired outlined in red, was forwarded under our previous letter of August 13, 1975.

CL:dc

ROW 182

bc: ~~C. W. Head~~
J. B. Boyd
Adele Egan
V. E. Skoog
R. N. Bothman

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 3, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Construction Agreement &
Easement Indenture
N.E. Union Ave.-N.E. 82nd Ave. Sec.
Columbia River Highway
Multnomah County
R/W File: 48823

Dear Sir:

Enclosed are the counterparts of the Construction Agreement and Easement Indenture between the Union Pacific Railroad Company and the Oregon Department of Transportation, Highway Division, on the N.E. Union Ave.-N.E. 82nd Ave. Section of the Columbia River Highway in Multnomah County. This Agreement was approved by Chairman Jackson of the Oregon Transportation Commission on August 19, 1975 and signed by Mr. F. B. Klaboe and is now being returned to you for execution by your principals. Please note that a correction has been made on Page 3 of the Agreement which will require initialling by your principals.

Also enclosed is a voucher to the State of Oregon covering payment to the Oregon-Washington Railroad & Navigation Co. in the amount of $5,430 as provided in the Agreement. Please have this voucher signed and returned to me. Upon receipt of the signed voucher and the fully executed copy of the Construction Agreement/Easement, this file will be placed in line for payment.

Also enclosed is a sepia of the revised encroachment map which we prepared reflecting the change in one of the permanent easements as per your request.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

Form 81-734-3123

#2-7

Salem, Oregon 97310

August 19, 1975

Max J. Klotz
Metro Planning Engineer

E. S. Hunter
Deputy State Highway Engineer

Banfield HOV lane monitoring program
2601439-100

Your letter of August 14, 1975 presented a proposal to purchase nitrogen oxide testing equipment for use on the subject project. Because of the need for continuous monitoring and the need to maintain the environmental van in the I-205 corridor, I concur in your proposed purchase of the analyzer through General Services.

The equipment should be charged against the current construction project as an engineering expense. Verbal approval by the FHWA was indicated this date by Cliff Christensen.

ESH:LWR:vld

cc: H. S. Coulter
C. T. Keasey
G. Potter
L. Rulien
C. Christensen (FHWA)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland

DATE August 14, 1975

TO E. S. HUNTER
Deputy State Highway Engineer

FROM MAX J. KLOTZ
Metro Planning Engineer

SUBJECT Banfield HOV lane monitoring program
26-1439-100

RECEIVED
STATE HWY ENGR
AUG 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

As you know, the Department of Environmental Quality is requiring the establishment of a pretty substantial monitoring program in conjunction with the Banfield high occupancy vehicle lane demonstration project.

With the assistance of the Environmental Section, we now have, or will soon receive all equipment needed for the air monitoring portion of the program, with one exception. We have no means other than our environmental van now being used in the I-205 corridor, to do the required nitrogen oxide testing.

We have at least four alternatives:

1. Move the environmental van from the I-205 corridor to the Banfield corridor

2. Purchase about $500 worth of lab equipment and chemicals and hire a chemist to do a wet process analysis

3. Hire a consultant to do the sampling and testing

4. Purchase equipment designed to do continuous monitoring

O.K. if eligible for Fed participation

Of the four alternatives, I believe No. 4 is the best route to take. Rick Wood of the Environmental Section has done some research and found the Thermal Electron Corporation of Los Altos, California manufactures a No-Nox analyzer that does continuous monitoring of nitrogen oxide. Its cost is about $5400. It records on a paper roll and needs attention only periodically to change the roll and to purge with a special gas.

PROJECT MANAGEMENT
ROUTING
TRAFFIC ENGINEER
CITY-CITY ENGR.
PUBLIC ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
AUG 18 1975

I have asked Rick Wood to get the specifications on this machine and upon receipt of approval from the administration prepare a purchase request to be processed through General Services.

The Environmental Section has no money left for the purchase of this equipment. Therefore, I recommend that it be charged to preliminary engineering on the Banfield high occupancy vehicle lane demonstration project.

If you concur, please advise the Environmental Section and this office so that the purchase request can be made.

ebg

cc: Rick Wood

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	8-15-75

BY (Signature): L.W. Rulien's August 13, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

~~STAGE~~ ITEM NOS. 201 THRU

~~STAGE~~ ITEM NOS. ____ THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
201	U-323(28)	4.79	6,000	4,690

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
N. E. Union Ave. - N.E. 82nd Ave. Section. Multnomah County State of Oregon	Right of Way Acquisition.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 19 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

8-20-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-15-75	C R Bergquist for G. L. Green, Division Administrator

* Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

#8259

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland

DATE August 14, 1975

NOTED
E. S. HUNTER

TO E. S. HUNTER
Deputy State Highway Engineer

FROM MAX J. KLOTZ
Metro Planning Engineer

SUBJECT Banfield HOV lane monitoring program
26-1439-100

RECEIVED
STATE HWY ENGR
AUG 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

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O.K. if eligible for Fed participation

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I have asked Rick Wood to get the specifications on this machine and upon receipt of approval from the administration prepare a purchase request to be processed through General Services.

8-18-75
ORIGINAL TO
L.W. Rubien
T.A.A.

The Environmental Section has no money left for the purchase of this equipment. Therefore, I recommend that it be charged to preliminary engineering on the Banfield high occupancy vehicle lane demonstration project.

If you concur, please advise the Environmental Section and this office so that the purchase request can be made.

ebg

cc: Rick Wood

3257

~~PRO-6-2~~

B

August 13, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. U-323(28)

We are submitting program data for one right of way project, Item No. 201, Project No. U-323(28), "N.E. Union Ave.-N.E. 82nd Ave. Section", which we desire to have included in the Federal-Aid Urban Extension Highway Program.

We request concurrent with program approval authorization to proceed with the actual acquisition of the right of way as programed at an estimated cost of $6,000 with federal funds of $4,690. The right of way to be acquired involves temporary and permanent easements from the Union Pacific Railroad as outlined in red on the enclosed copy of right of way map 98-12-26.

There is no relocation involved in the property to be acquired under this project, therefore assurances regarding adequate replacement housing is not required.

Enclosure
DAR:dc

Budget Bureau No. 41-R2067; Approv

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

8-13-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 (18)(20) | PROJECT LOCATION (45 typewriter spaces): US 30, Union Ave., E. 4.8 mi. (Portland) 21 68

ADT | PRESENT: 80,000 | FUTURE: 108,000* (66) | YEAR: 95 (70)(71)(72) | REGION: 10 | STATE NAME: Oregon | ST. CO.

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right of Way Acquisition 26 62 | NATL. FOREST (63)(68) | FH ROUTE NO. (69)(66) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) U- (14) | NUMBER 323 (7) | SEQ.

CARD | CLASS OF FEDERAL FUNDS: Urban Extension | COUNTY NAME: Multnomah | CODE (051) (10)

NAME OF URBAN AREA: Portland (17-31) | ROUTE NO. P | FEDERAL-AID: 45 (32) | STATE: 2 (36)(37) | U.S.: 30 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
1					PE		US 30, Union Ave., E. 4.8 miles (Portland)					
5					ROW			4.79	6,000	4,690	1,310	
5					CONST (CODE)		"N.E. Union Ave.-N.E. 82nd Ave. Section"					
5												
							PROJECT TOTALS	4.79	6,000	4,690	1,310	

(16) (23)(24) (33)

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

*Based on BUSREV test system.

REMARKS

Additional data see item U-194
Project No. U-323(27)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1976

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

8-13-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
30, Union Ave., E. 4.8 mi. (Portland)	ADT	80,000	108,000*	95	10	Oregon	41	032	201

WORK	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T Projects Only POST MI. DESIG.
Acquisition								U-	323	(28)	

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051	1 OR XXX 2

Urban Extension

Portland

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	45	2	30

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 30, Union Ave., E. 4.8 miles (Portland)						Right of Way Acquisition all phases.
ROW			4.79	6,000	4,690	1,310		(Future H.T. Pave overlay, conc. median barrier, sign & stripe 6 lanes incl. 2 HOV lanes. const. turnouts)
CONST (CODE)		"N.E. Union Ave.-N.E. 82nd Ave. Section"						ROW-300' min.; Access Control-full Parking Restrictions-complete.
		PROJECT TOTALS	4.79	6,000	4,690	1,310		

APPROVAL DATES

*Based on BUSREV test system.

REMARKS

Additional data see item U-194
Project No. U-323(27)

-over-

USCOMM-BUSCOM-DC 46905-P61

N.E. UNION AVE.-N.E. 82ND AVE. SECTION

PROJECT NO. U-323(28)

Project Data: Work under this project consists of the acquisition of permanent and temporary easements from Union Pacific Railroad for the construction of emergency parking bays which is being accomplished under Project U-323(27). These easements as well as the amount of consideration to be paid is included in the proposed agreement with the railroad.

Requirements of IM 50-1-70; FHPM 7-7-2; FHPM 7-7-5: This project is necessary to complete the construction under Project U-323(27) and the cited requirements were complied with under that project.

Note: This project is in Congressional District No. 2.

#8259

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

July 28, 1975

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Banfield HOV Lane Monitoring Program

TO: MEMO TO THE FILE

On Wednesday, July 23, Carl Simons and Bob Percy of DEQ, Tom Neely from city of Portland Traffic Section, Jef Kaiser and I selected sites on arterial streets adjacent to the Banfield Freeway for the location of air samplers and traffic counter loops.

The locations selected are as follows:

Sandy @ 41st - DEQ already has a permanent air sampling station at this location. They requested that loops be cut so that the traffic can be monitored here also.

At the next three locations, portable air samplers will have to be set up as well as the traffic monitoring:

Broadway, between 21st and 22nd
Sandy Boulevard, between 19th and 20th, and
Burnside, between 20th and 21st

I was just informed this morning that the crews have finished cutting the loops on the arterial streets. Last Thursday morning, July 24, the crews completed the installation of the loops on all the freeway ramps from Grand through 82nd Street. All of the loops required for the traffic monitoring portion of the program are now installed.

mb

cc: R. L. Schroeder
L. E. George
G. A. Potter

NOTED
R. L. SCHROEDER

July 16, 1975

Doctor W. W. Wolman
Chief, Traffic System Division
Federal Highway Administration, HRS-30
U.S. Department of Transportation
Washington, D. C. 20590

Dear Doctor Wolman:

Monitoring and Evaluation Program
Banfield Freeway
High-Occupancy Vehicle Lanes

FHWA Notice 6060.2 provided Administrative Contract funds for Carpool Demonstration Projects. We are interested in the availability of some of these funds for our State.

The Oregon State Highway Division has let a contract for providing lanes on the Banfield Freeway in Portland for high-occupancy vehicles. A description of this project is attached. The State now wishes to monitor the effects of this work when it is completed so we can determine how well the freeway is functioning. If we have improved the traffic flow in the corridor, raised the vehicle-occupancy rate and reduced the number of vehicles. We also need to determine what effect this project has on air quality.

We are proposing a monitoring program to answer these questions. We have discussed this project with the Oregon Federal Highway Administration's Division Office and they, in turn, have discussed it with your Mr. Dan Rosen in Washington, D.C., who is familiar with the project and the need for the monitoring program.

Our proposed program would provide information on vehicle counts, speeds, and number of occupants on the freeway and vehicle counts on four adjacent arterial streets. In addition, the project may require sequential air samplers, an environmental testing van, a meteorological station, permanent traffic counters, and permanent speed indicator

devices. It is anticipated that the project will cost in excess of $100,000, and any assistance in funding this monitoring project would be most welcome.

It is respectfully requested that we be included in the Carpool Demonstration Project program as outlined in FHWA Notice 6060.2.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Attachment

cc Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Salem, OR 97308

bc E. S. Hunter
H. S. Coulter
R. N. Bothman
L. W. Rulfen

DES:ljt/RLS/HSC:ja

BANFIELD HIGH OCCUPANCY VEHICLE LANE
Union Ave. - 82nd Ave. Section

INFORMATION ON BANFIELD HOV LANES

HISTORICAL BACKGROUND:
The Banfield Freeway is a pre-interstate freeway and therefore is substandard in some respects. This facility was constructed in a natural drainage depression known as Sullivan Gulch. The freeway routing generally follows the routing of the Union Pacific Railroad tracks, the railroad occupying the north side of the gulch and the freeway the south side. The traffic handled on this facility in 1958 was approximately 26,000 vehicles per day. Today the traffic averages between 95,000 and 100,000 vehicles per day. The traffic rate growth has stabilized, indicating the facility can accept no more vehicles. Since this is the only east-west freeway and local arterials are operating within 100 to 200 vehicles of capacity, it becomes apparent that future growth is limited until more capacity is added.

The freeway now consists of three lanes eastbound from Union Avenue to 39th Avenue where one lane is dropped. Two lanes continue easterly. Westbound there are two lanes from the east to Sandy Blvd. where another lane is added. Three lanes continue west to Union Avenue.

PROPOSED PROJECT:
The proposal is an attempt to develop more people trips while reducing the number of vehicles. The new facility will occupy all of the pavement between curbs, eliminating the shoulder areas. A high occupancy vehicle lane next to the median barrier will be developed which will provide exclusive use to buses and other vehicles containing three or more people. There is no reduction in the number of lanes available to normal truck and car usage. The additional lane is derived by reducing the width of lanes by one foot and utilizing the existing shoulder area.

Eastbound, limitations in the existing cross section prevent the development of the HOV lane from the Union Ave. structure to Northeast 39th Ave. where the transition section will start. The eastbound HOV lane will be fully developed and actually commence at Northeast 44th Ave. The HOV lane is terminated at the Northeast 82nd Ave. off-ramp. The escape lane and transition section continues for an additional 1,100 feet.

The westbound HOV lane is developed westerly of the Northeast 82nd Ave. on-ramp. A length sufficient to merge the freeway traffic with the on-ramp traffic is allowed to avoid additional weaving movements in this critical section. The HOV lane is continued to Northeast Holladay Street. Again, there is no

reduction in the number of lanes available to trucks and non-high occupancy vehicles.

The overall length of the project is 4.76 miles. A copy of the map used for the corridor/design hearing is attached.

CONSTRUCTION DETAIL:
One requirement for the project was the replacement of the substandard metal guardrail with the New Jersey or G.M. type of concrete median barrier. Precast members will be used with the exception of transition sections, terminal sections and a saw-tooth section in the vicinity of Northeast 33rd Ave. The members will be seated on polystyrene foam pads and pinned in place. The tolerances allowed between the barrier and the travel lane is critical. A minor hit on a section could close two lanes of traffic unless the sections are secured by pinning. Concrete shoulder barrier has been specified for those structure abutments and columns where the travel lanes are moved to the shoulder area. Exceptions to this practice are where continuous runs of guardrail exist.

The surfacing consists of patching the rutted areas with class "D" asphaltic concrete and overlaying the entire area with an open graded, modified class "C" asphaltic concrete. Vertical structural clearance deficiencies will be corrected by excavation and repaving.

Restriping of the entire section will be necessary. Standard button striping is proposed. The existing lighting of this area is extremely limited and no improvement is planned. Buttons are a necessity due to the dark section, the glare of oncoming headlights and rain. These three factors nearly preclude orientation with painted stripes. The buttons provide reflective light plus a rumble strip if the motorist wanders from the lane. The median barrier will reduce the headlight glare incidence by a minimum of 50 per cent, which in itself is a major improvement.

Because of the utilization of the existing shoulder area as part of a future driving lane, emergency parking bays will be constructed at approximately 2,000-foot intervals.

OPERATION:
The lane next to the median barrier will be operated as a high occupancy lane on a full-time basis. Since emergency parking will be available only at constructed parking bays and not continuously along the shoulder as it is now, we are considering hiring a tow service on either a patrol or stand-by basis during the peak rush hours. The tow truck's prime function would be to

remove disabled vehicles from the driving lanes and place them in the next available emergency parking bay or off the freeway at the next off-ramp, whichever is closer. The disabled vehicle would then be completely removed after the rush hour traffic has subsided. Also being considered is a night patrol by a Highway Division pick-up, equipped with a two-way radio, early warning sign, and other emergency gear to assist, provide protection and notify the police in the event of an accident or lane blockage.

The tow service and patrol would be a supplement to the police patrols that will also be taking place and will last only as long as it appears necessary.

We are investigating the possibility of installation of telephones at the emergency parking bays to enable people to call for assistance if necessary.

In order to accurately determine the effects and the degree of success of the proposed project, it was necessary to develop some sort of monitoring system and then to implement it as soon as possible. In this manner, information could be gathered to establish a base with which to compare the data gotten after the opening of the HOV lanes.

Since the prime objective of this project is to more efficiently utilize the existing facility, it was decided that sampling the traffic flow characteristics (i.e. the traffic volumes, speeds, accident rates and the vehicle occupancy rates) would give us adequate information on which to make a judgment.

If we are successful and are able to convince people to carpool or use the bus, it should show up in the occupancy rates and Tri-Met ridership. Improvement of the traffic flow will be evident in the traffic speeds, volumes and accident rates.

Our monitoring program thus far consists of the following:

1. <u>Traffic Speeds</u>

   The Union Ave. - 82nd Ave. Section was broken into five parts: Union Ave. to 12th Ave., 12th Ave. to 33rd Ave., 33rd to 47th, 47th to 60th and 60th to 82nd. Three days each month "floater cars" travel with the morning and afternoon rush hour traffic measuring the time it takes to travel each of the segments. The average speed of the traffic flow through each segment, as well as through the entire section, is then calculated and plotted on a chart so comparisons may be easily made and bottlenecks identified.

This monitoring of traffic speeds will continue as long as necessary to determine if the project is successful and if any additional measures should be taken.

2. Traffic Volumes

Hourly and daily traffic counts are being taken continuously now on the Banfield Freeway. Periodic traffic counts are also taken on the other east-west arterials in the vicinity.

This will allow us to detect any significant shifts or changes in traffic patterns. It is possible that an improvement in traffic flow on the Banfield will cause traffic that used to use arterial streets, such as Sandy Blvd., to start using the freeway, thus improving the conditions on said arterial streets.

3. Accident Rates

The accident rate through this section will continue to be monitored. It is expected that the installation of a concrete median barrier (which will also serve as a partial glare screen); raised, reflective pavement markers; a textured pavement surface; improved surface drainage; the elimination of the pavement ruts and a smoother traffic flow will result in a lowering of the accident rate.

4. Vehicle Occupancy Counts

One day each month vehicle occupancy counts are taken during the A.M. and P.M. rush hours. Like the traffic speeds, this will be continued as long as necessary to determine the effectiveness of the project. It is our hope that we will be able to raise the approximate 1.3 passengers per vehicle average that exists now.

5. Bus Ridership

Tri-Met keeps a running count on the ridership of their buses. This will be examined periodically to see if ridership has increased in the Banfield area. We are also interested in finding out what time savings are experienced by the buses.

EXISTING CONDITIONS:
The implementation of the monitoring system described above has given us some figures on the conditions that now exist on the Union Ave. - 82nd Ave. section of the Banfield Freeway. These will be used as "before" figures for comparison with the information gathered after completion of the construction.

1. Traffic Speeds

The existing rush hour traffic speeds are extremely erratic. The lowest average speed driving through the entire section recorded thus far during rush hour has been 12 miles per hour. An approximate average during the crowded conditions runs in the 22-26 M.P.H. range. Many times the traffic comes to a complete stop.

These low speeds are not caused by accidents happening within the section. Any timed run during which an accident occurs is disregarded and not used to calculate traffic speeds,

Off peak hours the traffic moves in the 45-50 M.P.H. range.

2. Traffic Volumes

For the past eight years, peak-hour volumes on the Banfield Freeway have exceeded design capacity between 58th Ave. and the East Bank (I-5) Freeway. Present lane volumes in this section of the roadway, under peak-hour conditions, vary from 1,800 to 2,000 vehicles per lane. The hourly design volume is 1,500 vehicles per lane. Levels of service exceed the desired optimum, varying from forced (F) to unstable (E) flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles per day. This is in contrast to approximately 26,000 vehicles per day in 1958.

Traffic growth trends over the past ten years indicate that the peak-hour volumes reached a high between 1966 and 1967. Since that time, the peak-hour levels have stabilized at or near the maximum. The lack of any significant increase in the past eight years illustrates that, under present conditions, the Banfield is incapable of accepting additional traffic in the peak-hour periods.

3. Accident Rates

The accident history for this section for the past two years is as follows:

	Accidents	Rate	Killed	Injured
1973	157	1.37	1	132
1974	94	0.86	1	52

4. Vehicle Occupancy

Spot counts taken during morning, noon and evening rush hours indicate a vehicle occupancy rate of slightly less than 1.3. Approximately 3% of the automobiles had three or more occupants.

TECHNICAL ADVISORY COMMITTEE:
On April 3rd, 1975, a meeting was held with representatives from the City of Portland, Multnomah County, Department of Environmental Quality, Tri-Met, Oregon State Police, Hollywood Boosters (local business group), Hollywood Kiwanis, Neighborhood Coalition, Federal Highway Administration and various sections of the Oregon State Highway Division. At that meeting a Technical Advisory Committee was established. The committees' responsibilities are twofold. Collectively, the committee is to meet regularly; constantly monitor the Banfield High Occupancy Lane Project as it goes through the design, construction and operation stages; and make any recommendations to the Oregon State Highway Division that the committee feels would improve the project. Individually, the committee members act as a liaison between their home organization and the Highway Division. Since being formed, the committee has met on April 17th, May 1st, and May 22nd.

PROJECT STATUS:
An informal information session was held for the public on May 8th, from noon until 8 p.m. A corridor/design hearing was held on May 13th. The Final Negative Declaration will be approved by June 4th. The project is scheduled for the June 26th bid opening.

PICTURES:
Attached are four 8" x 10" aerial photographs taken April 30th and May 1st of this year.

1. Looking easterly toward the 21st Ave. structure. The 16th Ave. on-ramp is in the foreground.

2. Looking easterly toward the Sandy Blvd. structure.

3. Looking westerly. The Halsey St. structure is in the foreground and the 60th Ave. structure is in the background.

4. Looking westerly from the 28th Ave. structure toward the 21st Ave. structure.

Also enclosed are three color slides taken on May 1, 1975. These are looking easterly toward the 28th, 33rd and 60th Ave. structures.

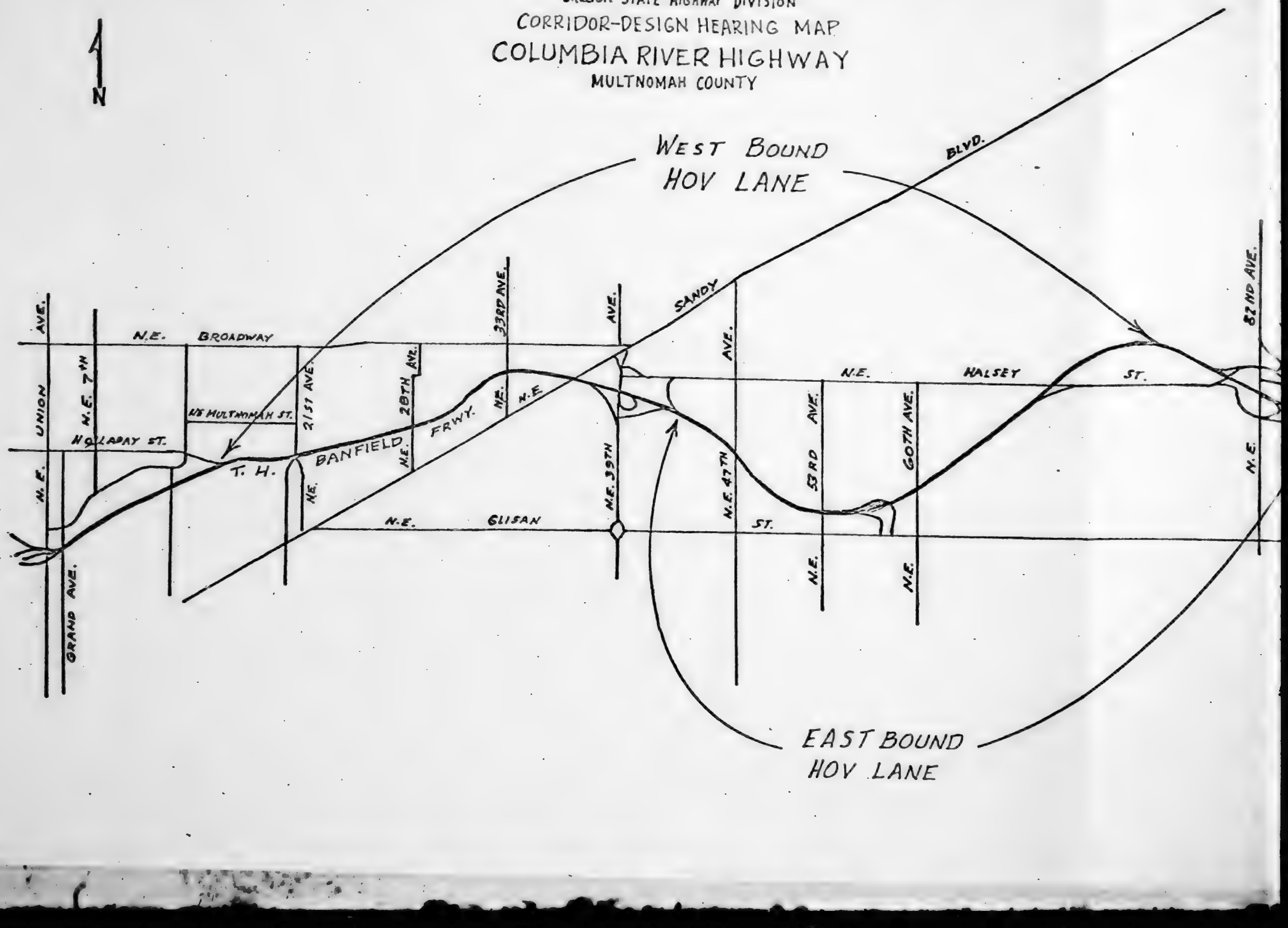
After completion of the construction, we are planning to photograph the freeway with a 16 mm. motion picture camera and perhaps a video tape recorder.

OREGON STATE HIGHWAY DIVISION

CORRIDOR-DESIGN HEARING MAP

COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

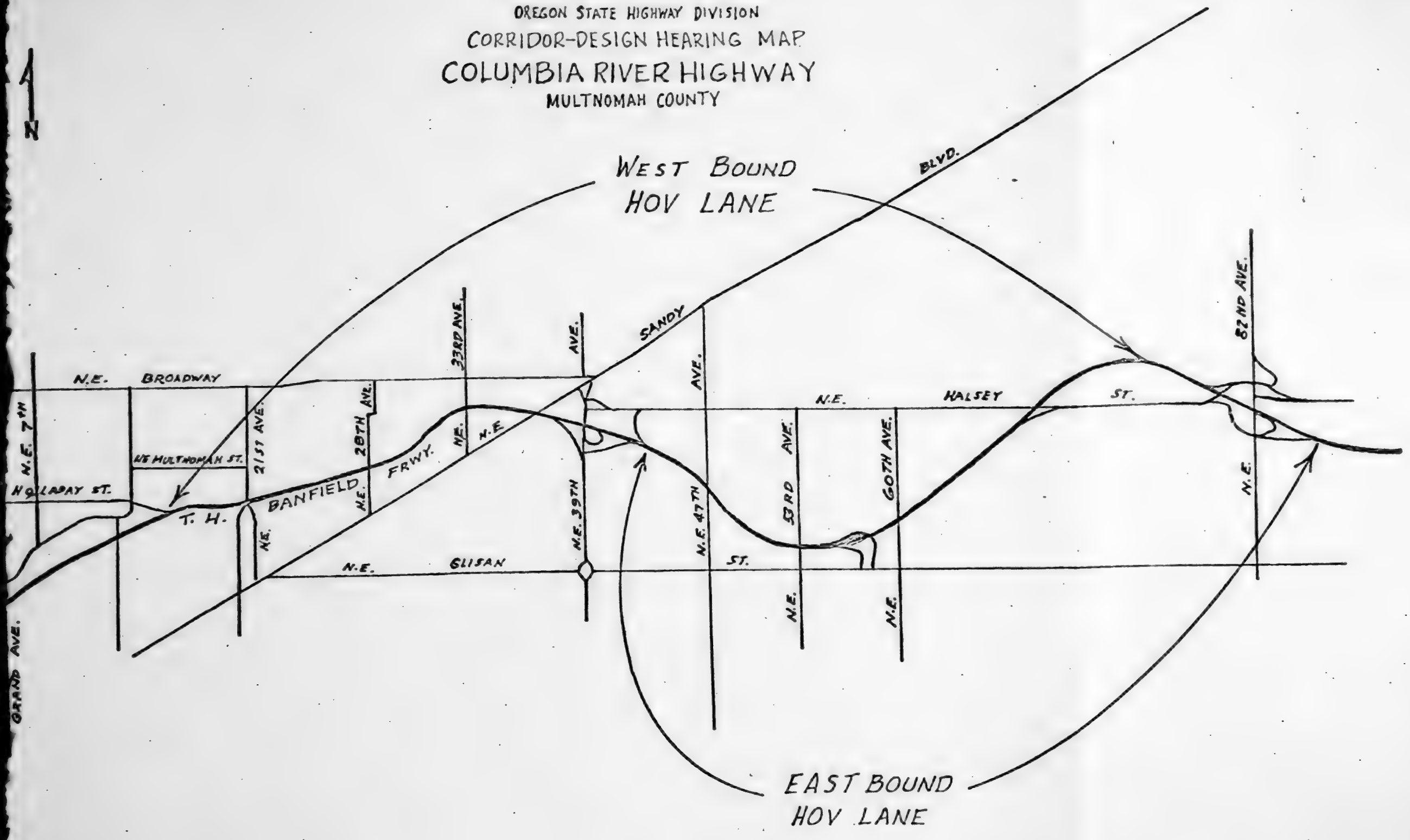


OREGON STATE HIGHWAY DIVISION

CORRIDOR-DESIGN HEARING MAP

COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

July 14, 1975

FILE: ~~MAI 7-14~~ X-SUP 3

FROM: Robert W. Kuenzli
Equipment Supply Superintendent

SUBJECT: Purchase of CO Samplers
Bandfield HOV Project

TO: Gary A. Potter, Manager
Environmental Section

Friday, July 11, 1975, I finalized purchase of six (6) only EMI Air Quality Samplers with six (6) only twelve (12) Sample Unit Accessory and six (6) only Four Day Cycle Attachments.

I dealt directly with the factory in the San Francisco Bay area and arranged for flagging of six (6) each of these units now on their production line.

We are hopeful of receiving some of the units in three to four weeks with the remaining units to follow in approximately two weeks.

I negotiated directly with the company and followed through with personal contact to Mr. Ed McCormack, Director of Procurement for the Department of General Services.

I appreciate information and documentation from Mr. Rick Wood of your staff and yourself which aided immensely in justifying the immediate need and further allowed for expediting the order to meet Highway and State of Oregon purchase requirements.

Initially your office had included two hundred and sixteen (216) only six (6) liter Tedlar Bags for purchase against your capitalized account. These bags had a total value in excess of $1,000. Inasmuch as these are a consumable product, I felt it was to your advantage and Highway advantage, to purchase these against a cost distribution number as a consumable supply and thus save $1,000, plus, of your capitalized account. Your office so agreed and processed an SOI to my attention reflecting purchase against a cost distribution number as a consumable supply.

I will contact the company next week for an up-date on delivery dates of the units.

RWK:dh
Attachments
cc: R. L. Schroeder
John Sheldrake
John Erikson
Robert Judson

NOTED
R. L. SCHROEDER

RECEIVED
JUL 1 [illegible]

ENVIRONMENTAL
MEASUREMENTS, INC.
215 LEIDESDORFF STREET
SAN FRANCISCO, CA 94111
415/398-7664

14 July 1975

State of Oregon
Department of General Services
Procurement Division
1225 Ferry Street S.E.
Salem, Oregon 97310

ATTN: Mr. Dan Leach

ACKNOWLEDGEMENT
PURCHASE ORDER #581301

---

1. 6 each, EMI Air Quality Sampler, 8-sample @ $750 ea. $4,500.00

2. 6 each, accessory 4 pump sets, installed on AQS assemblies, @ $100 ea. 600.00

3. 6 each, accessory 4-cycle option, installed on AQS assemblies @ $100 ea. 600.00

TOTAL: $5,700.00

NOTE: Three sets of accessory 2-liter Tedlar (TM DuPont) air sample bags are available at $4.50 each (Total: $970.00).

Delivery: 3 complete units at 30 days;
3 each at 60 days.

F.O.B. Mountain View, California

Terms: Net 30 days

cc: Mr. Bob Kuenzli

FORM 81-734.8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 11, 1975

Salem, Oregon 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Purchase of CO Samplers
Banfield HOV Project

TO: Bob Kuenzli
Equipment Supply Superintendent
Equipment Shops

This is to provide you the information needed for purchasing the subject equipment for this project.

The Banfield High Occupancy Vehicle (HOV) Lane project is a demonstration project to provide lanes on the Banfield Freeway for cars with 3 or more riders and for buses. The contract for construction has recently been awarded, with a target for operation set for this fall.

In order to test the effectiveness of the project, a detailed monitoring program has been set up to record usage, traffic speeds, change in traffic flow, and change in air quality. In order to establish the project, and to become operational quickly the Oregon Department of Environmental Quality and the Highway Division agreed to establishing the HOV lanes as a demonstration project, and to monitor the Banfield freeway before and after the operation of the HOV lanes.

This then precludes the necessity of expensive and time-consuming traffic studies and air quality prediction studies. The time and money saved and the availability of the facility for public use sooner are all benefits realized by this approach.

An additional benefit is that the data gathered by monitoring before and after construction and operation will be valuable for other transit and highway projects in the region, and will be excellent background data for correlation in the Portland Region.

With these facts in mind it is essential that the CO samplers be purchased as soon as possible, so that the monitoring program can begin. Background data collection on air quality must begin immediately, or the success of the entire demonstration project will be jeopardized. Since the construction contract has also been awarded, it is essential that the purchase of the equipment be made immediately.

I am attaching a copy of the environmental statement on the project that elaborates on the points I've just discussed.

cc: R. L. Schroeder
John Sheldrake
Bob Judson

PROCUREMENT DIVISION

Department of General Services

S T A T E M E N T O F J U S T I F I C A T I O N

Nonroutine Description: ___X___ Urgent

X (Qualified) Single Source

_____ Exception to Price Agreement

Purchase Request No. H-16866

Agency Highway - 734

Statement of Justification:

Re: Attached correspondence.
Required ASAP to complete project and as a result each day saved is a monitary saving to the citizens of Oregon.
This unit is compatible (documented) per Oregon DEQ with whom this agency is coordinating efforts to finalize this project. Compatible equipment (samplers) is a must for coordination with Oregon DEQ.
Possible other vendors cannot supply within the time frame and would require added time and documentation with Oregon DEQ.

Complete the following if item requested or a similar item is on price agreement.

Describe why price agreement item is unacceptable:

Describe acceptable and unacceptable items considered and reasons for action:

Special handling requested by: Gary A. Pobler (name) — Manager, Environmental (title) Section

July 11, 1975 (date) — 378-8486 (telephone)

Approved for agency by: Robert W. Amenzli (name) — Supply Supt. (title)

July 11, 1975 (date) — 378-2602 (telephone)

81-125-10942

PURCHASE REQUEST

STATE OF OREGON

PR-H 16866

PAGE OF

SHIP TO: OREGON STATE HIGHWAY DIVISION 2800 STATE STREET SALEM, OREGON 97310 ATTN: R. W. KUENZLI

BILL TO: State Highway Division, Accounting Section, State Highway Building, Salem, Oregon 97310

NO. INVOICES: 3

ACCOUNT NUMBER: 5033-995

FISCAL YEAR:

NON ROUTINE ☐ ATTACH STATEMENT OF JUSTIFICATION

CONFIRMING ☐ PURCHASE REQUEST

CLASS:

FUND, PROJECT OR APPROPRIATION: HIGHWAY FUND

REQ. NO.:

AGENCY NO.: 734

DATE WANTED:

EMERGENCY ☐

PURCHASE REFERENCE: ENVIRONMENTAL MEASUREMENTS, INC.
215 Leidesdorff St.
San Francisco, CA 94111
ATTN: Roger Sperling

FOR ORDERING AGENCY USE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	EST. UNIT PRICE	EST. TOTAL PRICE
1.	EMI AIR QUALITY SAMPLER per specifications of "1975 No. 1, AQS in Use," page 2 and3	6	only	$750.00	$4,500.00
2.	ACCESSORY; 12 unit sample. Unit to be installed on sampler basic unit.	6	only	$100.00	$ 600.00
3.	ATTACHMENT; 4 day cycle. Unit to be installed on sampler basic unit.	6	only	$100.00	$ 600.00
					$5,700.00

FOB VENDORS WAREHOUSE

TO GO ON Gary Potters
INVENTORY # 019-00

ORDERED BY: Betty Jo Strauch — DATE: 7-11-75 — Clerk

APPROVED FOR AGENCY: Robert W. Kuenzli — DATE: 7-11-75 — Supply Supt.

AUTHORIZED AGENT — DATE

APPROVED DEPARTMENT OF GENERAL SERVICES

- REPLACEMENTS - PROPERTY CONTROL
PDR NO.
☐ APPROVED
☐ OPTIONAL TRADE-IN $
☐ NO TRADE-IN
☐ DISAPPROVED
☐ SEPARATE MEMO ATTACHED
INITIAL DATE

- REGISTERED - PROCUREMENT DIV.
REQ.
BID
P. O.
REVIEWED P.A.
☐ APPROVED ☐ DISAPPROVED
INVESTIGATOR DATE

FORM 81-734-1037 (1-72)

PROCUREMENT DIVISION

Form A-327 (Rev. 7-71)

OREGON STATE
HIGHWAY DIVISION

STOREROOM ORDER AND INVOICE

BILL TO: (PERSON TO BE CHARGED - DMS, RES.ENG., ETC.)
GARY A. POTTER, Manager
Environmental Section
412 Hwy. Bldg., Salem, OR 97310

SHIP TO: (NAME AND ADDRESS OF CONSIGNEE)
OREGON STATE HIGHWAY DIVISION
Max Klotz
Metro Office
5821 NE Glisan St.
Portland, OR 97123

230509
JOB NUMBER

DATE SUBMITTED: 7-10-75

ORDERED BY: Shirley Ziebart

CREW NUMBER: 019-00

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY SHIPPED	QUANTITY B.O.	PART NUMBER OR STOCK NUMBER	DESCRIPTION	EQUIPMENT NUMBER	CODE	COST DISTRIBUTION PREFIX	COST DISTRIBUTION FUNCTION	COST DISTRIBUTION OBJECT	AMOUNT CHARGED UNIT PRICE	AMOUNT CHARGED AMOUNT
6	Only	Cancel			EMI Air Quality Samplers			5033-995				
6	Only				12-sample unit accessory							
6	Only				4-day cycle attachment							
					ESTIMATED TOTAL COST: $5,700.00							
					Highway Budget Pages 189-190 Line 6							

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

"OBJECT" COLUMN FOR ACCOUNTING DIVISION USE ONLY

COPIED TO:
PR# H-16866
R. Kruzic

DATE SHIPPED:

SHIPPED VIA:

TOTAL AMOUNT CHARGED

APPROVED BY: Gary A. Potter

FILLED BY:

CHECKED BY:

BUDGET APPROVAL (CAPITAL ITEMS ONLY):

DISTRIBUTION:
ORIGINATOR FORWARD COPIES 1, 2, 3 AND 5 TO STOREROOM.
RETAIN COPY NUMBER 4.

PROPERTY CONTROL:

DATE BILLED:

STOREROOM NUMBER:

1. ORIGINAL - ACCOUNTING DIVISON

PLEASE PRESS FIRMLY - YOU ARE MAKING 5 COPIES. Thank You.

Speedliner © Moore Business Forms, Inc.-4

ACME BUSINESS FORMS - PORTLAND

PURCHASE ORDER — **STATE OF OREGON** — PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 213910

SHIP TO: OREGON STATE HIGHWAY DIVISION **EQUIPMENT STOREROOM**
2800 STATE STREET, SALEM, OREGON 97310

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 7-17-75

NO. INVOICES: 3

ACCOUNT NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
7111-521 (133) 101-01			
CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.	PRICE QUOTE REQUIRED WITH SHIPMENT
		734	

VENDOR

ENVIRONMENTAL MEASUREMENTS, INC.
215 LEIDESDORFF STREET
SAN FRANCISCO, CALIF. 94111

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B. — DELIVERY REQUIRED: ATTN: ROGER SPERLING

TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
216	only		6-LEADER TEDLAR BAGS		~~$4.50~~ $4.50	~~$970.00~~ $970.00	
			"Above for EMI samplers with 12 unit				
			sample accessory and 4 day cycle				
			attachment."				
			"PLEASE SHIP TO ARRIVE NOT LATER THAN				
			JULY 30, 1975 PER PHONE CALL TO				
			ROGER SPERLING." Add/On with Samplers				
			on a 'P.O.' From 6th. Series.				
			Emissions				

CONFIRMING PHONE
CALL THIS DATE
BY ROBERT W. KUENZLI
ATTENTION ROGER SPERLING
SHIP VIA —

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	
ORDERED BY: BELINDA WITTROCK	7-17-75	AUTHORIZED AGENT — SIGNATURE Robert W. Kuenzli	DATE 7-17-75

Form A-327 (Rev. 7-71)

OREGON STATE
HIGHWAY DIVISION

STOREROOM ORDER AND INVOICE

BILL TO: (PERSON TO BE CHARGED - DMS, RES. ENG., ETC.)
GARY A. POTTER, Manager
Environmental Section
412 Hwy. Bldg., Salem, OR 97310

SHIP TO: (NAME AND ADDRESS OF CONSIGNEE)
OREGON STATE HIGHWAY DIVISION
Max Klotz
Metro Office
5821 NE Glisan St.
Portland, OR 97123

230510
JOB NUMBER

DATE SUBMITTED: 7-10-75

ORDERED BY: Shirley Ziebart

CREW NUMBER: 019-00

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY SHIPPED	QUANTITY B.O.	PART NUMBER OR STOCK NUMBER	DESCRIPTION	EQUIPMENT NUMBER	CODE	COST DISTRIBUTION PREFIX	COST DISTRIBUTION FUNCTION	COST DISTRIBUTION OBJECT	AMOUNT CHARGED UNIT PRICE	AMOUNT CHARGED AMOUNT
216 Only					6-Leader Tedlar Bags			26-1436-923				

STORES 'PEOPLE'
IF QUESTION ON THIS
PLS. CHECK WITH ME

E
H-2390
ENVIRONMENTAL
MEASUREMENTS, INC)

"OBJECT" COLUMN FOR ACCOUNTING DIVISION USE ONLY

DATE SHIPPED:

SHIPPED VIA:

TOTAL AMOUNT CHARGED

APPROVED BY: Gary A. Potter

FILLED BY:

CHECKED BY:

BUDGET APPROVAL (CAPITAL ITEMS ONLY):

DISTRIBUTION:
ORIGINATOR FORWARD COPIES 1, 2,
3 AND 5 TO STOREROOM.
RETAIN COPY NUMBER 4.

PROPERTY CONTROL:

DATE BILLED:

STOREROOM NUMBER:

1. ORIGINAL - ACCOUNTING DIVISON

PLEASE PRESS FIRMLY – YOU ARE MAKING 5 COPIES. Thank You.

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ENVIRONMENTAL
MEASUREMENTS, INC.
215 LEIDESDORFF STREET
SAN FRANCISCO, CA 94111
415/398-7664

Oregon State Highway Division
P.O. Box 30
Salem, OR 97310

10 July, 1975

Attn: Bob Kuenzli

Gentlemen:

Thank you for your inquiry about the EMI Air Quality Sampler (AQS).

As described in *ENVIRONMENTAL MEASUREMENTS* (1974 No. 1) the AQS collects up to 24 one-hour samples over a four day period. The electronic control unit is constructed with many programmable options to permit the experimental design for sample collection to be changed freely.

The price of an 8-sample AQS is $750 each (quantity discounts are offered). The standard unit is a 24-hour bag sampler containing an electronic controller; programming is done with patch cords. The four-cycle option, which extends the sampling time to 96 hours, is an additional $100. For more than 8 samples add $25 per pump. The polyethylene drum is 30 or 57 gallons depending on the number and volume of the sample bags. Tedlar (Dupont TM) bags may be supplied as an accessory. A 2-liter bag is $5.10 each.

At this date approximately 100 Air Quality Samplers have been built or are on order. Users include state highway authorities (Puerto Rico), research organizations (Stanford Research Institute) and government laboratories (Argonne Labs). The prominent uses are for carbon monoxide measurements and the collection of sulfur hexaflouride (SF_6) tracer gas. The EMI Pulse Pump, of which several hundred are now in the field, is the basic pump mechanism used in the AQS. The Pulse Pump has shown good reliability and a low repair rate in nearly two years' field use. Clients who have used Pulse Pumps have ordered Air Quality Samplers to further automate their air quality collection activities.

Individual components within the AQS are available separately. For example, the electronic controller (which can be used to control other air sampling systems) is priced at $425 each; with the four-cycle option it is $100 more.

Current delivery schedule is 60 days after receipt of order. If you have any questions do not hesitate to contact this office. So that we may prepare a firm quotation please write describing your application.

Sincerely,

ENVIRONMENTAL MEASUREMENTS, INC.

Roger B. Sperling, Manager

ENVIRONMENTAL
MEASUREMENTS, INC.
215 LEIDESDORFF STREET
SAN FRANCISCO, CA 94111
415/398-7664

AIRNOTE

AIR QUALITY SAMPLER

The EMI Air Quality Sampler (AQS)* is designed to fill a growing need in ambient air sampling: the gathering of periodic samples at selected times for multiple sites--economically. This compact system is easily moved to a chosen site; it is self-contained, and gathers up to 24 samples of chosen duration at pre-determined hours.

The AQS utilizes the EMI Pulse Pump, which has been proven in field experiments to be a reliable, low-cost means of collecting time-integrated air samples. The Sampler can be operated for community air surveys or for gathering air samples inside or outdoors at industrial sites. Battery powered, the AQS operates for weeks from a set of fresh batteries.

The pump mechanism and the electronic controller are identical in all versions of the AQS. The control circuit is set to a specific volume of air to be collected in one hour (or other desired time span). It can be switched to control each of up-to-24 separate pumps.

The master timer is an electronic (crystal oscillator) clock with digital readout. The sample-bag housing is a rugged polyethylene barrel, the size of a 55-gallon drum. The sample bags are aluminized Mylar or clear Tedlar, 2 to 10 liters in volume.

- Time-integrated sampling
- Economical replicate data
- Unattended operation
- 8, 12, 16 or 24 samples
- Self-contained power supply
- LED clock display
- Rugged weatherproof housing

Stable gases which can be stored without likelihood of chemical change, such as carbon monoxide, are most suitable for collection with this handy sampling system. Other gases or tracers may be sampled when experience has demonstrated that a reproducible percentage of gas recovery is achieved with the AQS.

**Patent applied for*

Two versions of the AQS are offered: the *Sequential Sampler* is preset by manufacturer to operate for consecutive hours; 8, 12, 16 or 24 pump/bag combinations may be purchased.

The *Programmable Sampler* provides selectable hours for each sample; simple plug-in wires change the collecting schedule for different experiments.

An optional 4-day cycle control is available in the programmable version for automatic operation of multiple Samplers for up to four consecutive days.

In a typical application, the AQS delivers six liters of air to an aluminized mylar bag in one hour. The motors driving the individual pumps are operated in an intermittent fashion: alternately turned on for two seconds and off for 30 seconds. The air samples collected in the bags, integrated over the full sixty minutes, are taken to the laboratory for delayed analysis of one or several pollutants.

AQS SPECIFICATIONS

Sampling Medium	Ambient Air for delayed analysis of pollutants or tracers
Method of Sampling	Time-averaged flow into aluminized Mylar or clear Tedlar bags (2-10 liters). Bags may be replaced by bubbler or other suitable collector.
Number of Sample Bags	8, 12, 16, or 24
Controls	On-off power switch, time set, program start/stop, cycle transfer, pump operating time, flow rate, cycle control
Power	Dry cell battery 4 300 hrs. min. life (continuous 24-hour daily operation)
Time display	LED - hours and minutes, setable
Electronics	MOS/LSI & LPTTL
Pump Unit	Single action piston, dc motor driven
Enclosure	High molecular weight polyethylene
Size: System	24" OD x 46" high
Control Unit	24" OD x 10" high (removable)
Sample Unit	24" OD x 36" high
Weight	25 pounds
Environmental	-10° C to +50° C

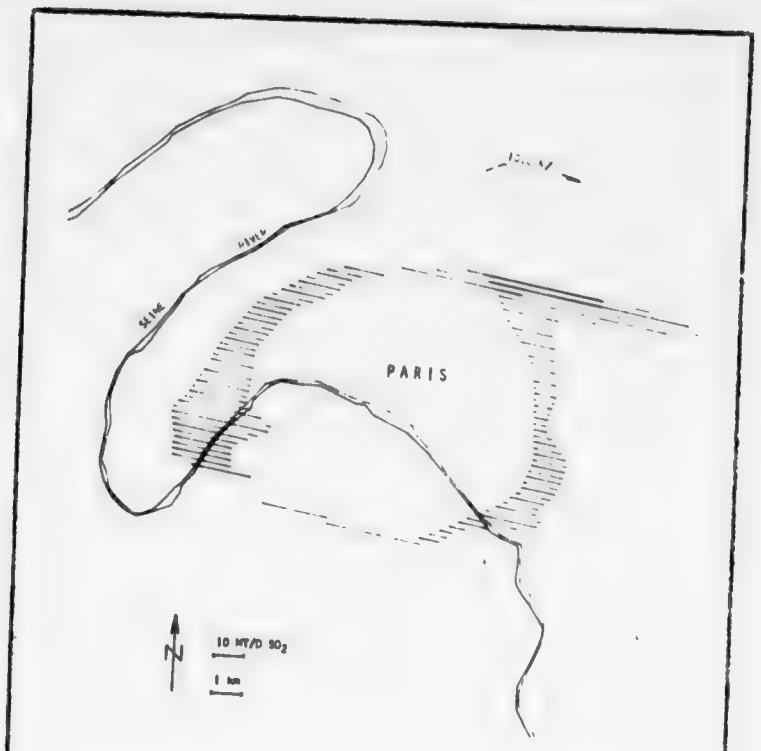
EMI ENTERS EUROPE

The transport of air pollution between nations is a serious problem in Europe. The distribution of air quality is more intensely debated there than in North America. The air and its contents simply do not respect international borders! Therefore it is of particular interest to understand the relative contributions of sources from within a country and from without.

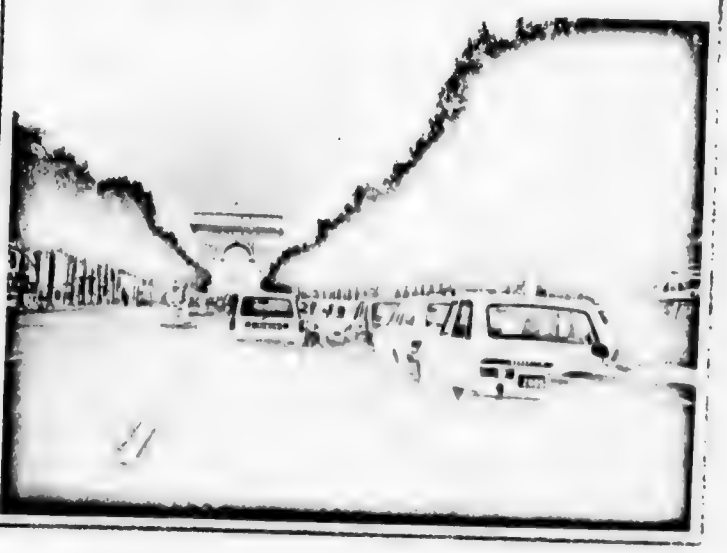
EMI's technology--new air measuring techniques for quantifying the flow of air contaminents--is being applied to this problem. Air quality data plotted as flux maps around a single power plant, an industrial area, a city or along a country's boundary are graphic representations of actual conditions of pollution flow.

In 1974, EMI began operations in Europe. By year's end, three programs were completed or underway--in Austria, France and The Netherlands. Meetings with professional workers to coordinate projects and to initiate moving measurement techniques were held also in Italy, Spain and England. An associate in Paris was added to EMI's staff to provide fulltime representation.

In September 1974, surveys were carried out over 10,000 square kilometers east of Paris on behalf of Electricite de France (EDF). EMI participated in a comprehensive field-oriented campaign to study the impact of improved and expanded operations at EDF power stations. Hundreds of kilometers were driven to follow the gaseous SO_2 plumes from a variety of Seine Valley sources. Touchdown of existing sources was determined, and levels of emissions and ground concentrations were measured



An actual survey around Paris (in one hour on the Peripherique) plotted as an SO_2 flux map, shows the flow of this pollutant into and from the urban center.



 Copyright 1974 Environmental Measurements, Inc.

Personnel working on European EMI projects in 1974. In addition to surveys, EMI's Air Quality Sampler (left) was introduced to Europe.

under a broad assortment of meteorological conditions.

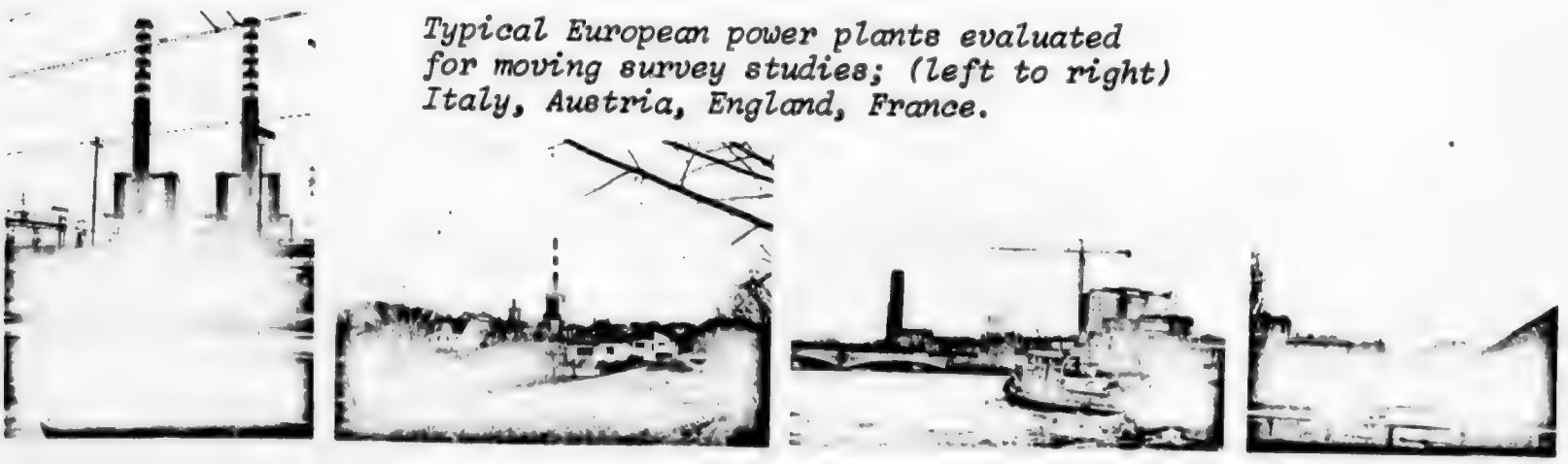
An instrument array consisting of a remote sensing correlation spectrometer (Barringer Research), a flame photometric sulfur analyzer (Meloy) and a chemiluminescent NO/NO_x monitor (Thermo Electron) was in the EMI Air Quality Moving Laboratory. All data were displayed on a six-pen chart recorder. The fine network of French roadways allowed detailed coverage of plume distributions. Vertical plume characteristics (plume rise measurements) were studied by using the tripod-mounted remote sensor.

In February and March 1974, a smaller but similar program was conducted in Austria, under subcontract to Barringer Research. Background information, prior to the operation of an expanded power plant, was gathered in the Danube Valley near Vienna. The distribution of the effluent from existing sources, and their associated ground-level concentrations, were measured over a several-day period.

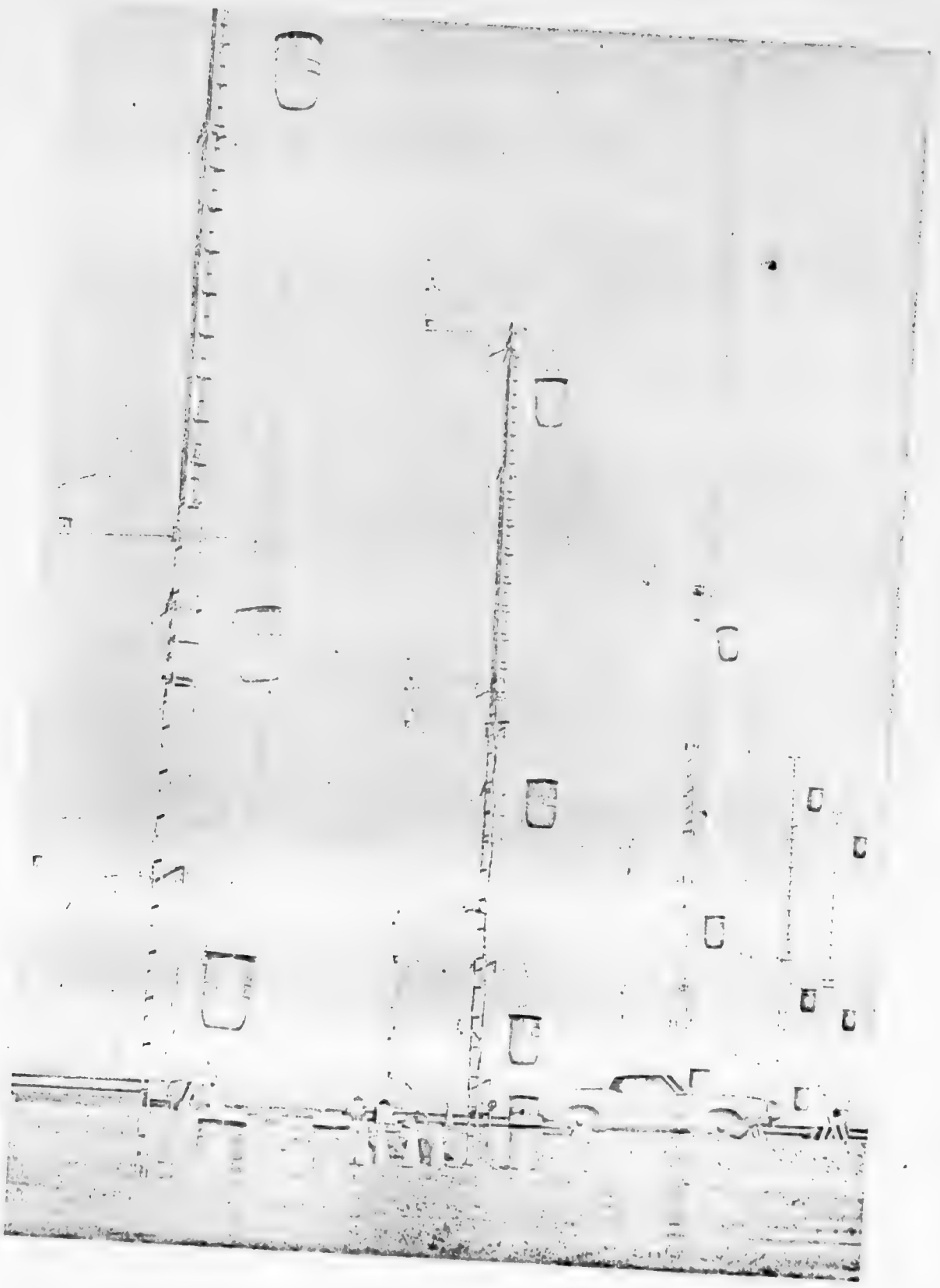
Work has begun on the adaptation of EMI techniques to a comprehensive survey laboratory operated by the Dutch Government. This system, scheduled for completion in 1975, will perform data analysis of results gathered by the vehicle-mounted analyzers. This project combines the source-oriented monitoring capability of the moving laboratory with the world's most extensive operational network of telemetry-connected monitoring stations. Presently iso-contour maps of the stationary data reveal only the ambient air conditions; the moving laboratory can specifically identify the source contributions.

These initial activities are beginnings. Surveys to monitor long-range pollution flow are planned. Several site studies are required throughout the Continent to obtain in-the-field verification of modeling work in progress. Routine audits of source strengths and emission levels are to be undertaken. The moving laboratory work, developed by EMI over several years, has found a permanent place in the monitoring of air pollution in Europe.

Typical European power plants evaluated for moving survey studies; (left to right) Italy, Austria, England, France.



ENVIRONMENTAL MEASUREMENTS



IR QUALITY SAMPLERS
DEPLOYED ACROSS HIGHWAY
FOR DISPERSION STUDY

1975 NO. 1 AQS IN USE DUTCH DATA SYSTEM MAXI AQML

AQS IN USE

The Air Quality Sampler (AQS), first produced by EMI in 1974, has found extensive use in highway monitoring programs throughout the United States. This *bag sampler*, which can gather up-to-24 integrated samples of air over a four-day period, has proved to be an efficient and reliable tool for the air quality engineer.

In other applications, as many as 50 systems have been deployed for efficient data gathering in model verification studies using sulfur hexaflouride (SF_6) as a tracer. The advantage of an AQS network is its ability to obtain samples over a wide area simultaneously while requiring only one or two analyzers to provide average concentration data for the survey area. Accurate timing of the crystal-controlled clock, power efficiency, and field-worthy ruggedness all lead to the reliability of the results gathered with these systems.

The AQS is a *patchcord* programmable sampler. A number of individual pumps acting in an on-off cycle, gather an integrated sample over an hour's time. Each can be *plugged-in* to any desired hour of the day. An available option increases this flexibility over a period of four days, convenient for weekend data gathering. Tedlar bags are connected to each pump. They are protected from light and the elements in a rugged barrel housing. A rain-guard covers the electronics and pump housing and is tightly clamped to the barrel. For security, the whole barrel can be chained to a fencepost, a light standard, or a tree. Three dimensional grids of AQS's have been set up using towers.

A variety of gases can be sampled with this system. Some studies have utilized the AQS to sample for SO_2. Such samples

2 Copyright 1975 Environmental Measurements, Inc.

Tower-mounted AQS collects 3-D gradient samples. Plug wires select test hours, start/stop times. Locking ring secures lid assembly to barrel. AQS shipment receives final checkout.

must be collected in Tedlar bags to minimize leakage on storage before analysis. (EMI's Tedlar bags have also been used to sample hydrocarbons, H_2S, RSH, COS, CS_2, Vinyl chloride and specific humidity).

Every AQS has some *custom* element to it. The basic systems offered have eight pumps and room for eight bags. A singular unit can house up to twenty-four individual pumps. Tedlar bags in a variety of sizes from two liters to sixty liters are available from EMI. The four-day option extends the basic air quality sampler beyond a 24-hour usefulness.

Variations in the basic timing concept have also been offered by EMI, as an engineering service. Used with a distance-measuring device bag samples can be gathered from a moving vehicle as a function of distance traveled. The system can gather discrete grab samples into large bags every 10, 20, 50, 100, 200, or 500 meters and is designed for use with moving vehicles. Thus, the collected sample of air represents the spatial average of the pollutant, independent of the speed of the vehicle.

The AQS concept is being adapted to draw air through carbon columns and, as a separate system, through bubblers to obtain integrated samples. These are later analyzed by gas chromatography or wet chemistry, as required for each pollutant. The AQS patchcord timing is used to activate high volume samplers for gathering particulate data.

The electronic and pump subassemblies are available for adapting into configurations produced by other laboratories and researchers for specialized studies. Some gather stack samples; others gather samples by aircraft and helicopter. Still others use the single-pump version, EMI's Pulse Pump.

AIRNOTE

AIR SAMPLING BAGS

- LOW COST, REUSABLE
- SCREW VALVE SEAL
- HEAT-SEALED SEAMS
- HIGH RETENTION TEDLAR
- OPAQUE FOR LONG STORAGE
- VARIETY OF SIZES
- PULSE PUMP ACCESSORY

AIR SAMPLING BAGS

SPECIFICATIONS

SIZE (centimeters)	VOLUME (liters)
24 x 30	2
30 x 45	6
30 x 60	10
45 x 90	15
45 x 90	30

Other sizes by request

MATERIALS

.0025" Polyester Metalized Film (3M)
.002" Tedlar PVF Film (Dupont)

CONNECTORS

Roberts Valves (30 AC, 30 AS)

Other client-approved devices to accomodate analyzers will be installed on request. Two fittings per bag for ease of purging are available also.

ENVIRONMENTAL MEASUREMENTS, INC.
215 Leidesdorff St. 94111
San Francisco, CA (415) 398-7644

AirNote

Pulse Pump

- LOW VOLUME AIR SAMPLING
- TIME-INTEGRATED COLLECTION
- LOW COST, TEMPORARY SAMPLER
- 2-20 LITER/HOUR PUMP RATE
- SELF-CONTAINED POWER
- STURDY PLASTIC CASE
- HANDY BELT CLIP

PRICE: $79.50

PULSE PUMP

SPECIFICATIONS

SIZE:	9 x 14 x 5 cm
WEIGHT:	330 grams
CONTROL:	On-off switch
FILLING FITTING:	For 4-mm ID tubing
SAMPLE INLET:	2 mm hole in base
PUMP RATE:	2-20 liters per hour
OPERATING: CYCLE	5 l/h pump delivers 180 2-second samples each hour
POWER:	One each: 9 volt and 1.5 volt dry cells; replaceable in the field
OPERATING TIME:	Depends on selected filling period; typically several days

ENVIRONMENTAL MEASUREMENTS, INC.
215 Leidesdorff St. 94111
San Francisco, CA (415) 398-7644

Annapolis, MD (301) 268-4940

St. Louis, MO (314) 993-0543

825'1

July 9, 1975

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Preferential Highway Treatment
for Carpools 1041PR/724.7

9325

Attached is a copy of the information that was transmitted to Mr. C. T. Christianson on June 10. This information was prepared in response to a request similar to yours, received from FHWA in May by our Metropolitan office.

The pictures referred to on page six were also transmitted to Mr. Christianson. More aerial photos can be printed if needed.

Bids for this project were opened on June 26; the low bid was $1,576,057 from K. F. Jacobson.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Attachment

bc F. B. Klaboe
E. S. Hunter
R. N. Bothman

RNB:ebg: ab

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Preferential Highway Treatment for Carpools

DATE: June 24, 1975

In reply refer to: 1041PR/724.7

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a summary statement of preferential carpool projects being implemented in the various FHWA regions. Included is a brief statement concerning the proposed bus and carpool lanes on the Banfield Freeway in Portland.

Our Washington office desires to update this material to the current status. Please review the statement for the Portland project and update it to the present situation. The description of each project should include the following basic information:

1. Location, route, and length of project (include map showing project limits).
2. Operational characteristics: type of operation, hours, definition of carpool, and traveltime savings to carpools.
3. Capital cost and description of construction, e.g., new lane, restriping existing lane, etc.
4. Stage of implementation, e.g., preliminary planning, design, open to traffic, etc., and approximate opening date, actual or anticipated.
5. Enforcement activities.
6. Safety record.
7. Use of the facility, e.g., vehicle counts, passenger counts, auto occupancy, etc.
8. Photographs and slides, if available.

✓ A reply would be appreciated at your early convenience.

Attachment

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 25 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REGION 1

I-93 - Boston, Massachusetts

Preferential carpool access to the freeway has been implemented.

Nassau County, New York

A carpool demonstration project has been approved for the designation of preferential carpool lanes.

REGION 3

Shirley Highway - Northern Virginia

The most successful example of exclusive freeway lanes for high occupancy vehicles is the Shirley Highway (I-95) in Northern Virginia, a major commuter facility serving traffic destined for downtown Washington, D.C. An 11-mile section of this facility has two reversible lanes in the median strip which are used exclusively by high occupancy vehicles. The reversible lanes were added during the reconstruction of the freeway. Exclusive entrance and exit ramps are also provided for buses at major interchanges. The project was implemented in stages beginning in 1969, with 9 miles of the exclusive lanes now open to traffic and the last 2-mile section scheduled for completion during 1975.

In the initial operation only buses were permitted on the exclusive lanes, but in December 1973 the facility was opened also to carpools with four or more occupants. Time savings of 10 to 15 minutes are experienced by buses and carpools using the exclusive lanes. Currently, more than 20,000 commuters use the facility in each direction, inbound in the morning from 6-9 A.M. and outbound in the afternoon from 4-7 P.M., including approximately 1,000 carpool vehicles even though carpools must exit from the facility before reaching Washington. Even greater time savings for high occupancy vehicles will be possible when construction of the last 2 miles is completed in 1975. Enforcement of the exclusive lanes rule has not been a significant problem.

REGION 4

I-95 - Miami, Florida

Two lanes are currently under construction in the median of I-95 in Miami from the Golden Glades Interchange to the 36th Street Interchange, a distance of 9 miles. The lanes, one in each direction, are to be designated for the exclusive use of carpools and buses at all times. The lanes will be separated from each other by a median barrier, but will not be physically separated from the regular traffic lanes. Priority vehicles will enter and leave the reserved lanes through the regular lanes.

South Dixie Highway - Miami, Florida

The first significant carpool preferential project on a surface arterial street was installed in the fall of 1974 on a 5-mile section of the South Dixie Highway (U.S. 1) in Miami. This is a six-lane divided signalized surface arterial. During peak hours, a contra-flow bus lane is employed and one lane (the normal flow direction left lane) is reserved for carpools with two or more persons. This project was implemented at low cost by installing fixed-message overhead traffic control signs.

The carpool and bus lanes are separated from the regular traffic lanes by plastic safety posts manually placed at 40' intervals along the route except at intersections. Furthermore, an interchange area 300' long in midblock is left open along the carpool lane to allow carpools to enter and leave the priority lane. The preferential lanes operate northbound from 6-9 A.M. and southbound from 4-7 P.M., Monday through Friday. Total anticipated cost for the first year of the project is nearly $1.6 million, including about $700,000 in capital costs. Enforcement activities were extensive during the first few weeks of operation. For the remainder of the year, four officers will patrol during the hours of operation.

REGION 6

Dallas, Texas

A program is being developed to implement and evaluate various types of carpool preferential treatments on the freeway system and surface arterial streets.

REGION 8

Larimer/Lawrence Street - Denver, Colorado

In Denver, Colorado, carpool lanes have been designated on Larimer St. and Lawrence St., a one-way couple connecting the lower part of the Central Business District with I-25 and U.S. 40. The carpool lanes, reserved for left-turning vehicles and carpools, occupy the existing left lane on each street. The lane is reserved on Lawrence Street from 13th Street to 8th Street (5 blocks) from 7-9 A.M., and on Larimer St. from 9th Street to 15th Street (6 blocks) from 4-6 P.M., Monday through Friday. The carpool lanes began operation on January 8, 1975. The only work involved was the placement of signs designating the carpool lane. Enforcement experience, safety record, and vehicle counts are not yet available.

REGION 9

I-280 - San Francisco, California

A proposed 2-mile bus and carpool lane along southbound I-280, from 6th Street to one-half mile south of Army Street, will be opened in a few months. The median lane will be reserved for priority vehicles 24 hours a day. A carpool will be three or more persons.

San Francisco-Oakland Bay Bridge

A widely publicized preferential treatment scheme has been employed since December 1971 in the toll plaza area on the approach to the San Francisco-Oakland Bay Bridge. Two lanes are reserved for carpools with three or more occupants and one lane is used by buses only, for about one-half mile through the toll plaza area. Carpoolers pay $1 per month for monthly toll passes compared to a daily rate of $.50 per round trip for regular autos. The toll for carpools and buses will gradually be phased out beginning March 1, 1975. Approximately 5 minutes is saved on the bridge appraoch by carpools and buses during the morning peak period. The number of carpools has increased over 80 percent from approximately 1,000 to close to 1,900 vehicles or an increase in high occupancy carpool commuters of from 3,500 to 6,000 persons. At the same time, bus patronage across the bridge during commuting hours has also increased and in 1973 totaled approximately 20,000 riders in more than 500 buses.

The opening of the Bay Area Rapid Transit (BART) tube parallel to the bridge across the bay caused vehicular traffic on the bridge to decline by approximately 5 percent. There were 20,000 morning commuter period bus riders crossing into San Francisco before BART, and approximately one-third diverted to the rapid transit after the tube opened. Some 4,000 commuters formerly using private autos on the Bay Bridge switched to BART. These were split equally from low occupancy autos and carpools with three or more persons. An estimated 400 fewer carpool vehicles are now using the Bay Bridge inbound to San Francisco between 6 and 9 A.M. Although traffic demand and congestion on the Bay Bridge has been somewhat reduced, the preferential bus and carpool lanes still provide a significant incentive to high occupancy vehicle passengers.

During the summer of 1974, a signal system was installed to meter traffic onto the bridge from the toll plaza area. The bus and carpool lanes receive a steady green signal for an additional time savings over regular traffic.

The initial cost of the exclusive lanes was $43,000 for pavement markings, signs, and removable plastic stanchions, with operating costs of $2,000 per month. The traffic metering system costs an additional $350,000 plus operating costs of $300 per month.

nta Monica Freeway - Los Angeles, California

Phase I of the CALTRANS "Program for Preferential Treatment for High Occupancy Vehicles in the South Coast Air Basin" includes implementation of a bus and carpool lane along 12.6 miles of the Santa Monica Freeway, Interstate 10, in Los Angeles. According to the plan the median lane in each direction will be reserved at all times for the use of buses and carpools with three or more occupants. There will be no physical separation between the priority and general traffic. Priority vehicles could enter or leave the preferential lane at any point along the route which extends from Lincoln Boulevard in Santa Monica to the Harbor Freeway, just south of the Los Angeles CBD. In conjunction with the preferential lane, several preferential freeway entry schemes will be implemented as well. First, when ramp metering in the PM peak for westbound traffic was initiated in July 1974, priority entry for vehicles with two or more occupants was provided at five on-ramps: Hoover Avenue, Vermont Avenue, Western Avenue, Crenshaw Boulevard, and Fairfax Avenue. The priority cut-off will be raised to three or more to be compatible with the preferential lane. Second, until metering for eastbound ramps is completed, four on-ramps will be reserved for carpools and buses only from 6:30 A.M. to 6:00 P.M., Monday through Friday: Centinela Avenue, Bundy Avenue, Venice Boulevard, and Washington Boulevard. Third, when the eastbound ramps are metered, priority bypasses will be provided at six on-ramps: Manning Avenue, La Cienega Boulevard, Venice Boulevard, Washington Boulevard, Western Avenue, and Vermont Avenue. Fourth, the northbound Harbor Freeway on-ramp at Flower Street will be reopened for buses and carpools only, at all times, to provide direct access to the priority lane.

Work involved in implementing the priority lanes includes: (1) the placement of 70 signs; (2) restriping and use of the right shoulder at selected locations to provide additional capacity for general traffic; (3) painting a diamond-shaped pavement marker on the median lane in each direction to designate the reserved lane. During the first days of operation the changeable message signs along I-10 will display information related to the preferential lane. The total cost of the project is estimated to be $350,000 including engineering, construction, and evaluation.

Enforcement in the reserved lanes is expected to be difficult. However, the median shoulder will be available for policing activities.

In conjunction with the preferential lane, the Southern California Rapid Transit District and the Santa Monica Municipal Bus Lines would provide express bus service in the corridor with about 130 bus round trips daily, including 50 round trips daily serving park-and-ride facilities for about 800 cars along the freeway. The minimum goal at the end of the 2-year demonstration period would be to increase the number of carpool vehicles from 300 per hour in peak periods to 750 per hour.

San Bernardino Busway - Los Angeles, California

This exclusive freeway lane facility was constructed along an 11-mile section of the San Bernardino Freeway, Interstate 10, connecting suburban El Monte with downtown Los Angeles. For 7 miles of the route the exclusive lanes are in the median area separated from regular traffic by 10-foot shoulders and plastic traffic delineator posts. On the remaining 4 miles, the exclusive lanes were built along one side of the regular freeway lanes and are separated from regular traffic by concrete barriers.

The 7-mile portion of the facility was opened in January 1973 and the final 4-mile section was completed during the spring of 1974. The facility is enhanced by a bus terminal and park-ride facility at its outer terminus in El Monte. Bus patronage steadily increased after the lanes opened and by December 1974 approximately 5,500 daily bus passengers and 4,000 peak period passengers were using the facility in each direction. Traveltime savings of 10 minutes or more are experienced during peak periods. The total cost of the project including ROW acquisition, construction, and 100 new buses is estimated at $60,000,000.

When a bus drivers' strike was called in August 1974, the exclusive lanes were opened to carpools with three or more occupants. The exclusive lanes were only opened to carpools in the peak direction during the 3-hour morning and afternoon commuting periods. The strike was not resolved until October 1974. A rapid response of increased carpooling was experienced and reached a peak of 2,400 carpoolers in 700 vehicles using the facility in each direction. On an average, fewer than half as many person-trips were accommodated on the busway. The carpoolers using the exclusive lanes were surveyed to determine their former travel modes and the results indicate the following composition:

- 49 percent formerly rode the bus
- 42 percent formerly used carpools, but many of these were 2-person carpools which were increased in size
- 9 percent formerly were lone drivers.

Upon resolution of the strike, the exclusive lanes were again reserved for buses only. However, at some future time, after the experimental research period of bus operation is concluded, it is planned to permit buses and carpools to use the facility.

San Diego Freeway - Los Angeles, California

Two freeway entrance ramps to the San Diego Freeway (I-405) in the Los Angeles metropolitan area operate with by-pass lanes to provide preferential access to vehicles carrying two or more persons. These ramps are controlled by metering signals which control the rate at which vehicles can enter the freeway. Vehicles waiting in the queue to enter the freeway during peak periods incur delays averaging approximately 5 minutes and even longer during the height of the peak period. This delay is eliminated for carpoolers.

The first installation at the Lakewood Boulevard ramp was initiated by the California Department of Transportation in June 1973 and the Hawthorne Boulevard ramp preferential access scheme was made operational in April 1974. The bypass lanes operate during ramp metering hours - 3:30-6:00 P.M. on the Lakewood Boulevard ramp and 6-9 A.M. on the Hawthorne Boulevard ramp. The projects were implemented at very low cost through installation of signing and pavement marking. No ramp reconstruction was necessary since the ramps are two lanes wide on the approach to the metering signal. Both projects have brought about significant increases in commuter carpooling. Average carpool use of the ramps is 440 carpools for Lakewood Boulevard and 370 for Hawthorne Boulevard - an increase of 120 percent and 140 percent respectively over the previous condition. Part of the increase were carpools that formerly used nearby ramps and rerouted their trip to take advantage of the delay savings at the preferential ramps. Approximately half the increase, or 60 to 70 percent, were newly formed carpools. When asked what the most important factors were in the decision to form carpools, the ramp users responded as follows:

REASONS WHY LOS ANGELES FREEWAY RAMP USERS JOINED CARPOOLS

Reason for Joining Carpool	Lakewood Ramp	Hawthorne Ramp
Cost of Commuting	69%	36%
Fuel Shortage	35%	37%
Time Savings at the Ramp	34%	45%
Preferential Parking at Work	9%	-

NOTE: Multiple responses permitted.

Moanalua Freeway - Honolulu, Hawaii

On October 1, 1974, a preferential lane on the inbound Moanalua Freeway in Honolulu was opened to buses and carpools with four or more occupants. The lane is reserved for the high occupancy vehicles from 6-8 A.M. each weekday morning. After the first 3 weeks of operation the carpool eligibility rule was changed to accommodate vehicles with three or more occupants in order to encourage more carpooling. In late October 1974, approximately 1,500 carpools were using the preferential lane each morning. Insufficient evaluation data have been collected to cite specific traveltime improvements, but early reports indicate significant delay reductions for carpoolers on the order of 15 minutes and attendant increases in carpool ridership. No severe enforcement problems have been encountered with the preferential lane rule.

REGION 10

I-80N - Portland, Oregon

Plans are currently being developed for implementation of a bus and carpool lane along I-80N east of Portland. The lane will be reserved for buses and carpools with three or more occupants for a distance of about 3 miles westbound and 2 miles eastbound. The priority lane should be operational during the summer of 1975.

#9259 7-7-75 R

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U-323(7)

STATE PROJECT NO.: NE Union Ave-NE 82nd Ave

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: U-194

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 11 '75
REFER TO
FOR
Info | Inves | R/D | D.R | S.E. | Alt | File

RECEIVED
JUL 15 1975

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	See Below	Primary Route 24	Primary Route 2

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Railroad Adjustment Work

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Chidsey's June 6, 1975 letter the proposed agreement with the Union Pacific Railroad is approved as to form and upon execution by the Oregon Transportation Commission you are authorized to proceed with the work covered by the agreement.

Please furnish us with a fully executed copy of the agreement for our formal approval.

Ruben - TAA
Copy - Chidsey
7-15-75

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-7-75	G. L. Green	Division Engineer

PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8259 NE Union Ave-NE 82nd Ave Sec 1975
Columbia River Hwy in Portland
(Grad, pav, bar, sign, & lll.)#1

E257 ... 2-15 80N

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF OVERRUNS AND UNDERRUNS

Section NE Union Ave. - NE 82nd Ave Contract No. E257

Highway Columbia River Prefix 26-1051

Contractor K.F. Jacobsen & Co Inc. Federal Aid No. U-323(27)

	CONTRACT AUTHORIZATION	FINAL COST	PERCENT	
Contract Amount	$1,576,057.00	$1,569,226.81	0.43	Under ~~Over~~
Contingencies	$ 73,258.07	* $ 258,044.47	352.24	~~Under~~ Over
Engineering	$ 130,236.56	$ 215,000.00	165.08	~~Under~~ Over
Anticipated Items	$ 51,900.00	$ 19,593.68	62.25	Under ~~Over~~
Add'l. Auth. **	$ 243,548.37	$ See Contingencies for comparison		Under Over
TOTAL	$2,075,000.00	$2,061,864.96	0.63	Under ~~Over~~

* Money from Add'l. Auth. includes Balance of Anticipated Items money, Contingencies, and $8,000.00 Credit to the project for Salvaged Items.

** Add'l. Auth. of $243,548.37 includes $84,763.44 Increase in Engineering Authorization and $158,784.93 Increase in Project Authorization

Explanation of Overruns and Underruns:

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
1	Mobilization	Lump Sum	$125,000.00	$125,000.00	0.00
2	Temporary Direction & Protection of traffic	Lump Sum	$ 90,000.00	$ 90,000.00	0.00
3	Temporary Signs	Sq. ft.	$ 11,570.00	$ 12,317.50	6.46 over
	Documented increase of quantities under Price Agreement #3				
4	Temporary Barricade	Only	$ 1,000.00	$ 1,000.00	0.00
5	Temporary Plastic Safety Markers	Only	$ 700.00	$ 3,500.00	400.00 over
	Documented increase of quantities under Price Agreement #3				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
6	Flagmen	Hours	$ 25,600.00	$ 31,568.00	23.31 over
	The scope of, & time taken to complete contract work increased 20 per cent.				
7	Sequential Arrow Trailer	Only	$ 3,500.00	$ 7,000.00	100.00 over
	Original estimate allowed only one trailer. The plans & special provisions for this project required two trailers.				
8	Clearing & Grubbing	Lump Sum	$ 10,000.00	$ 10,000.00	0.00
9	Removal of Structures & Obstructions	Lump Sum	$ 70,000.00	$ 70,000.00	0.00
10	Embankment in Place		$	$	Deleted
	Bid Item #10 was deleted by Price Agreement #12.				
11	Finishing Roadbed & Slopes	Lump Sum	$ 7,500.00	$ 7,500.00	0.00
12	Furnishing & Placing topsoil	Cu. Yd.	$ 540.00	$ 590.40	9.33 over
13	Watering	M-Gal	$ 900.00	$ 285.00	68.33 under
	Original estimate too high. Weather conditions generally reduced the requirement of watering. Most work was done during the wet season.				
14	Structure Excavation	Cu. Yd.	$ 1,860.00	$ 2,835.60	52.45 over
	Alignment of bin wall revised in order to maintain 45' of clearance from railroad. This caused 50% increase.				
15	Aggregate Shoulders	Cu. Yd.	$ 2,500.00	$ 2,896.00	15.84 over
	Length of median area increased & widened @ 33rd Ave. median.				
16	Class "C" Asphalt Conc. Mixture	ton	$ 60,200.00	$ 82,539.59	37.11 over
	Original estimate too low. Added shoulder barrier increased Quantity Pavement lowering Areas @ 53rd & 60th larger then shown on the plans.				
17	Class "C" Mod. Asphalt Conc Mixtures	ton	$ 235,000.00	$ 241,184.14	2.63 over
18	Class "D" asphalt Conc. Mix in Leveling	ton	$ 70,500.00	$ 46,660.78	33.81 under
	Original quantities were estimated too high.				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
19	Portland Cement Addition In Class "C" Mod. Mixture	tons	$ 10,000.00	$ 10,286.50	2.87 over
20	Asphalt Cement In Mixture	tons	$ 153,750.00	$ 151,142.55	1.70 under
21	Asphalt In tack Coat	tons	$ 7,500.00	$ 10,446.00	39.28 over
	Original estimate too low.				
22	Metal Bin type Ret. Wall Sta 97+00	Lump Sum	$ 28,000.00	$ 28,000.00	0.00
23	8" Sewer Pipe	Lin. ft.	$ 5.750.00	$ 6,625.00	15.22 over
	The specifications require that contractor be paid 4 ft. for furnishing 3.5 ft piece @ new inlets in place of estimated 3 ft.				
24	Special Access Manhole	Only	$ 6,000.00	$ 6,000.00	0.00
25	Concrete Inlets type C-1	Only	$ 13,300.00	$ 12,950.00	2.63 under
26	Guard Rail type 2-A	Lin. ft.	$ 14,152.50	$ 14,173.75	0.15 over
27	Guard Rail Anchors Type 1	Only	$ 700.00	$ 350.00	50.00 under
	A type 1 anchor was changed to a type 2 anchor				
28	Guard Rail Anchors Type 2	Only	$ 900.00	$ 1200.00	33.33 over
	A type 1 anchor was changed to a type 2 anchor				
29	Extra for Guard Rail Bridge Connections	Only	$ 3,500.00	$ 4,550.00	30.00 over
	For safety purposes three additional connections were added to Item.				
30	Rail End Pieces Type "A"	Only	$ 20.00	$ 20.00	0.00
31	Rail End Pieces Type "C".	Only	$ 600.00	$ 450.00	25.00 under
	changed end condition of run of guardrail to buried end thereby deleting one end piece.				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
32	CL-4R Chain Link Fence	Lin. Ft.	$ 1,610.00	$ 1,610.00	0.00
33	4" Conc. Surfacing	Sq. Yd.	$ 1,100.00	$ 946.00	14.00 unde
	Area between median barrier @ 33rd lengthened & widened. AC surfacing increased & concrete surfacing decreased.				
34	Concrete Curbs	Cu. Yd.	$ 28,565.00	$ 28,505.90	0.21 unde
35	Concrete Barriers	Lin. Ft.	$ 392,350.00	$ 390,110.00	0.57 unde
36	Concrete in Barriers	Cu. Yd.	$ 37,950.00	$ 36,715.80	3.25 und
37	Reinforcement in Barriers	lbs.	$ 1,275.00	$ 1,648.00	29.25 ove
	Due to extra wide median barrier @ 33rd Ave Median, double sheet of mesh reinforcement was required.				
38	Adjusting Manholes	Only	$ 8,160.00	$ 7,680.00	5.88 unde
39	Reconstruct Concrete Manholes	Only	$ 1,500.00	$ 1,500.00	0.00
40	Adjusting Inlets	Only	$ 5,150.00	$ 5,050.00	1.94 und
41	Impact Attenuator Hi-Dio Cushion Cells	Lump Sum	$ 16,000.00	$ 16,000.00	0.00
42	Mono-Directional Crystal Type I Markers	Only	$ 5,502.00	$ 6,862.80	24.73 ove
	Markers were added @ 80 ft. centers to both sides of concrete median barrier to help driver visiabit visibility @ night.				
43	White type II Markers	Only	$ 13,100.00	$ 17,700.00	35.11 ove
	Markers were added to designate the HOV lanes.				
44	Removal of Existing Sign Installations	Lump Sum	$ 1,000.00	$ 1,000.00	0.00

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
45	Painted Wood Sign Posts	Lump Sum	$ 1,800.00	$ 1,800.00	0.00
46	Structure Mounts	Lump Sum	$ 28,200.00	$ 28,200.00	0.00
47	Type "C" & "D" Signs in Place	Sq. Ft.	$ 11,789.50	$ 12,554.50	6.49 over
48	Type "H" Signs in Place	Sq. ft.	$ 117.00	$ 117.00	0.00
49	Type "U" Signs in Place	Sq. ft.	$ 600.00	$ 1,200.00	100.00 over
	Added a 6 ft. x 10 ft. sign @ 42nd Ave. Exit to replace existing sign which was removed with sign bridge.				
50	Remove & Reinstall Existing Signs	Lump Sum	$ 450.00	$ 450.00	0.00
51	Sign Illumination Equipment	Lump Sum	$ 1,800.00	$ 1,800.00	0.00
52	Foundations	Only	$ 1,416.00	$ 1,416.00	0.00
53	Frangible Aluminium Transformer Bases	Only	$ 6,570.00	$ 8,030.00	22.22 over
	Four bases were added @ hazardous locations, neglected on the original plans				
54	Relocate Existing Pole to New Foundation	Only	$ 1,950.00	$ 1,560.00	20.00 under
	Original plans were in error. Only four poles were to be relocated, not five.				
55	Switching, Conduit, Wiring, Lamps, Etc.	Lump Sum	$ 13,750.00	$ 13,750.00	0.00
56	Flashing Beacon Installation Complete	Lump Sum	$ 1,950.00	$ 1,950.00	0.00
PA 1	Amber Flashers	Each	$ 1,875.00	$ 2,750.00	46.67 over
	Additional Flasher units were needed to replace traffic damaged units.				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
PA 2	Document Revised Pay Method for Asph. Pave. Documentation Only.		$	$	
PA 3	Install telephone conduits	Lump Sum	$ 23,000.00	$ 23,000.00	0.00
PA 4	Revise Roadway Illumination	Lump Sum	$ 1,100.00	$ 1,100.00	0.00
PA 5	56th Ave Ramp Widening		$	$	
PA 5-1	Temporary Protection & Direction of Traffic	Lump Sum	$ 2,000.00	$ 2,000.00	0.00
PA 5-2	Flagmen	Hour	$ 1,280.00	$ 0.00	100.00 under
	what flagging was done by flagmen did not adhere to the specifications so was not allowed.				
PA 5-3	Concrete Curb Removal	Lin. Ft.	$ 375.00	$ 365.00	2.67 under
PA 5-4	Remove Inlet	Each	$ 150.00	$ 150.00	0.00
PA 5-5	General Excavation	Cu. Yd.	$ 4,050.00	$ 3,692.25	8.83 under
PA 5-6	Finishing Road bed & Slopes	Lump Sum	$ 2,300.00	$ 2,300.00	0.00
PA 5-7	Class "C" Asphalt Concrete Mixture	ton	$ 5,100.00	$ 5,323.21	4.38 over
PA 5-8	Asphalt Cement in Mixture.	ton	$ 1,501.00	$ 1,558.43	3.83 over
PA 5-9	8" Sewer Pipe	Lin. ft.	$ 375.00	$ 175.00	53.33 under
	original estimate was too high.				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
PA5-10	Concrete Inlet Type G-1	Each	$ 500.00	$ 500.00	0.00
PA5-11	Concrete Curb Type "F"	Cu Yd.	$ 591.00	$ 591.00	0.00
PA5-12	Salvage & Reinstall Conc. Barrier @ 53rd Ave Struc.	Lin. ft.	$ 2,600.00	$ 2,600.00	0.00
PA5-13	Concrete Barrier	Lin. ft.	$ 4,143.75	$ 4,143.75	0.00
PA5-14	Foundations	Each	$ 730.00	$ 730.00	0.00
PA5-15	Relocate Existing Poles on New Foundations	Each	$ 780.00	$ 780.00	0.00
PA5-16	Remove Existing Pole Bases	Each	$ 900.00	$ 400.00	0.00
PA5-17	Wiring & Trenching Contractor was able to leave east portion of wiring undisturbed	Lin. ft.	$ 948.00	$ 711.00	25.00 under
PA 6	Dec. Widening of 33rd & 82nd Halsey On - Ramps		$	$	
PA 6-1	Temporary Protection & Direction of traffic	Lump Sum	$ 5,600.00	$ 5,600.00	0.00
PA 6-2	Flagmen Due to the slow & timely process of the work, flagmen were required for a much longer time period than was estimated.	Hours	$ 2,560.00	$ 4,048.00	58.13 over
PA6-3	Removal of Structures & Obstructions	Lump Sum	$ 5,000.00	$ 5,000.00	0.00
PA6-4	Clearing & Grubbing	Lump Sum	$ 4,500.00	$ 4,500.00	0.00

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
PA6-5	General Excavation	Cu. Yd.	$ 8,820.00	$ 8,482.50	3.83 under
PA6-6	Finishing Road bed & Slopes	LumpSum	$ 5,000.00	$ 5,000.00	0.00
PA6-7	Class "C" Asphalt Concrete Mixture	ton	$ 11,070.00	$ 9,228.96	16.63 under
	The area of AC @ 82nd-Halsey ramp was reduced due to railroad right-of-way problems.				
PA6-8	Asphalt concrete in Mixture	ton	$ 2,686.00	$ 2,551.78	5.00 under
PA6-9	8" Sewer Pipe	Lin. ft.	$ 1,000.00	$ 787.50	21.25 under
	Pipe lengths were over-estimated on price agreement.				
PA6-10	Concrete Inlets Type G-1	Each	$ 2,000.00	$ 2,000.00	0.00
PA6-11	Reconstruct Existing Manhole	Only	$ 550.00	$ 550.00	0.00
PA6-12	Concrete Curbs Type "C"	Cu. Yd.	$ 6,900.00	$ 6,444.60	6.60 under
PA6-13	Guard Rail Anchor Type 2	Each	$ 300.00	$ 300.00	0.00
PA6-14	Salvage & Reinstall Type 2 Guard Rail	Lin. Ft.	$ 13,175.00	$ 12,716.00	3.48 under
PA6-15	Lumination Pole Foundation	Each	$ 1,602.00	$ 1,602.00	0.00
PA6-16	Bridge Connection	Each	$ 350.00	$ 350.00	0.00
PA6-17	Relocate Existing Lumination Pole	Each	$ 1,164.00	$ 1,164.00	0.00

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
PA6-18	Wire & Trenching	Lin. ft.	$ 1,990.80	$ 2,076.12	4.29 over
PA6-19	Salvage & Reinstall Signs	Each	$ 100.00	$ 150.00	50.00 over
	An additional sign was reinstalled @ 33rd Ave.				
PA7	Doc. Illumin. Work @ 39th, 68th & 82nd Off Ramps.				
PA7-1	Pole Bases	Each	$ 1,416.00	$ 1,416.00	0.00
PA7-2	Relocate Existing Poles	Each	$ 1,552.00	$ 1,552.00	0.00
PA7-3	Remove Pole Bases	Each	$ 569.20	$ 569.20	0.00
PA7-4	Trench & Install Wiring	Lin. ft.	$ 316.00	$ 195.92	38.00 under
	A much larger portion of the existing wiring was left undisturbed than was anticipated.				
PA8	Document Revisions of	$ Special	Provisions		
PA8-1	Document Increases In	$ Bid Items	#3 &	#5	
PA8-2	Median Overtime Work	Lump Sum	$ 2,411.00	$ 2,411.00	0.00
PA9	58th Ave On Ramp Overtime	Lump Sum	$ 445.00	$ 445.00	0.00
PA10	Misc. Median Barrier Work	Lump Sum	$ 4,932.00	$ 4,932.00	0.00
PA11	Metal Bin Wall Work	Lump Sum	$ 8,450.00	$ 8,450.00	0.00

JCS – 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
PA 12-1	Document Deletion	Bid	$ Item # 10	$	
PA 12-2	Establish Unit Price For General Excavation	Cu. Yd.	$ 37,800.00	$ 37,709.10	0.24 under
PA 13-1	Extend W.B. shoulder Barrier @ Sandy Blvd.	Lin. ft.	$ 6,562.50	$ 6,552.00	0.16 under
PA 13-2	Extend E.B. shoulder Barrier @ 39th Ave.	Lin. ft.	$ 1,575.00	$ 1,575.00	0.00
PA 13-3	Extend W.B. shoulder Barrier @ 39th Ave	Lin. ft.	$ 1,312.50	$ 1,312.50	0.00
PA 13-4	Extend E.B. Shoulder Barrier @ 82nd - Halsey	Lin. ft.	$ 787.50	$ 787.50	0.00
PA 13-5	Add Shoulder Barrier @ 82nd - Halsey W.B.	Lin. ft.	$ 6,037.50	$ 6,048.00	0.17 over
PA 14	Correct OSHD staking Error	Lump Sum	$ 254.00	$ 254.00	0.00
PA 15	Advance warning Signs @ 21st & 82nd	Lump Sum	$ 13,175.00	$ 13,175.00	0.00
PA 16	Sign Bracket Credit	Lump Sum	$ - 231.50	$ - 231.50	0.00
PA 17	Relocate Existing Signs	Lump Sum	$ 375.00	$ 375.00	0.00
PA 18	Replace Panels & Shape Bin Wall Area	Lump Sum	$ 900.00	$ 900.00	0.00
PA 19	Delete Part of PA #3 Credit to State	Lump Sum	$ - 3,838.00	$ - 3,838.00	0.00

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
PA20	Penalty for using Non-Spec. A.C.	Lump Sum	$ - 1,077.00	$ - 1,077.00	0.00
EWO-1	Remove Existing Pavement Patches This work was deleted.		$	$	
EWO-2	Adjust Sprinkler System Original amount was estimated too high		$ 10,000.00	$ 3,366.30	66.34 under
EWO-3	On the Job Trainees Contractor had a problem training employees on this type of project.		$ 2,400.00	$ 1,598.40	33.40 under
EWO-4	Temporary Erosion Control		$ 4,000.00	$ 3,916.66	2.08 under
EWO-5	Adjust UPRR Signal Pole Guy Anchor This work was deleted.		$	$	
EWO-6	Remove Ivy Vines work had to be performed @ night on overtime which increased costs.		$ 500.00	$ 1,159.55	131.91 over
EWO-7	Adjust Manhole @ 228+00 Original amount was estimated too high.		$ 1,000.00	$ 664.73	33.53 under
EWO-8	Move Light Pole to New Base @ 140+00		$ 600.00	$	
EWO-9	Curb & Pave. Removal @ shldr. Add Curb W.B.		$ 16,975.00	$ 17,044.24	0.41 over
EWO-10	State's Responsibility For Damages		$ 3,000.00	$	
EWO-11	Signing		$ 2,000.00	$	
EWO-12	Move 42" W.B. Impact Attenuator Due to the number of days involved in this work, the traffic protection costs increased considerably over the estimate.		$ 5,000.00	$ 7,437.74	48.75 over

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
EWO - 13	Import Sand Fill		$ 2,200.00	$ 3660.08	66.37 over
	Due to shrinkage & compaction of material, the quantities are much larger				
			$	$	
SFO - 1	Permanent Pavement striping		$ 4,000.00	$ 3,807.80	4.80 under
SFO - 2	UPRR Protective Costs		$ 7,000.00	$ 4,138.02	40.89 under
	It is unclear if all railroad bills have been submitted.				
SFO - 3	UPRR Ajust Facilities		$ 500.00	$ 65.55	86.89 under
	It is unclear if all railroad bills have been submitted.				
SFO - 4A	P.N.W. Bell tele. Co. for Service Charge		$ 3960.00	$ 1,104.80	72.10 under
	this is an annual service charge which has thus far not been completely billed				
SFO - 4B	P.N.W. Bell tele. Co for Tele. Installation		$ 275.00	$ 250.00	9.09 under
SFO - 5	Misc. Addit. Signing		$ 1,300.00	$ 1,270.30	5.86 under
SFO - 6	HOV Sign Riders		$ 600.00	$ 177.01	70.50 under
	I feel that a portion of this work has been billed to SFO #5 which will be cleared up later.				
SFO - 7	Air Quality Enviromental trailer		$ 15,000.00	$ 9255.00	38.30 under
	Not all of the Bills have been processed to date.				
SFO - 8	Credit for Salvaged Guardrail Rail Members		$ - 8,000.00	$ - 8,000.00	0.00
			$	$	
			$	$	

1259

R

June 18, 1975

Ms. Kathy Anderson
10615 N. E. Eugene
Portland, OR 97220

Dear Ms. Anderson:

Your understanding of the improvements proposed for the Banfield are correct; that being to use the existing shoulders and a portion of the existing lanes to add a lane for buses and carpool vehicles.

The current 12-foot lane widths are proposed to be reduced to 11-foot lanes. Congestion on the Banfield occurs during peak hours, at which time the average speeds are reduced 15 to 25 miles per hour. Under these conditions, the 11-foot lanes are considered an adequate width. Safety precautions, including concrete median barriers, concrete shoulder barriers, and raised pavement buttons, are being provided.

Currently there are 4.2 percent of the vehicles on the Banfield Freeway carrying three or more persons. A high percentage of these vehicles will immediately utilize the carpool and bus lanes, which will reduce the number of vehicles using the remaining (existing) lanes.

The overlying principle of the project, however, is to encourage the use of buses and carpool vehicles. Each additional bus will eliminate forty to fifty cars and each carpool will reduce three cars or more from the remaining lanes.

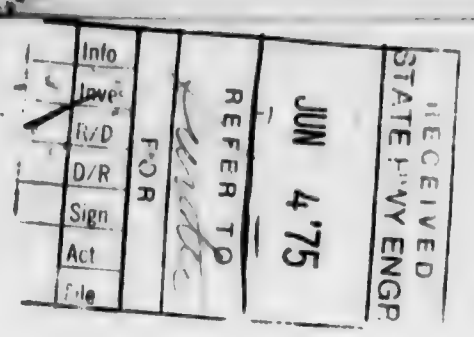
We think this will draw traffic from nearby city streets as drivers tend to seek the most desirable route and the Banfield becomes less crowded.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
R. N. Bothman
E. S. Hunter

RNB:eg srb



5/26/75
10615 NE Elgene
Portland, Ore. 97220

Dear Sir:

I am writing in concern about the widening of the Banfield Freeway. It seems to me if this was done the way it is presently being planned, it would end up causing more problems than it would be solving.

From what I understand the two present lanes are to narrowed down, and a third express lane will added for buses and cars carrying three or more passengers. It seems to me that this will only force drivers onto main

streets such as Halsey and Sandy Boulevard. There are just not enough continuous and cross running for the flow of traffic to be balanced out.

It is obvious that the freeway is in need of repairs and improvements, but I dont think narrowing down the present lanes is the answer. If it were possible to shore the freeway up and it would probably solve many of the present problems. Hopefully someone will come up with another alternative before construction is to begin.

Sincerely

Kathy Anderson

ROBERT W. STRAUB
GOVERNOR

980K

RECEIVED
STATE HWY ENGR
JUN 19'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 16, 1975

Mr. Whitcomb Crichton
6204 N. Depauw
Portland, Oregon 97203

Dear Mr. Crichton:

The Transportation Commission is responding with the Banfield Project to the demands to move additional people in East Portland without building additional freeways.

Nationwide, projects such as the one proposed for the Banfield have been completed and are in use or in stages of being implemented, with the purpose of utilizing existing facilities to move more people more efficiently.

Safety factors have been studied and evaluated in relationship to the increased capacity to move people. A technical advisory committee determined the beneficial factors outweighed a possible negative safety factor. Their analysis indicated that during peak hours the use of buses and carpools substantially improved traffic movement in remaining lanes designated for all vehicles. For example, each additional car-pool vehicle in the high-occupancy vehicle lane removes three vehicles from the remaining undesignated lanes; the same is true for people drawn to buses.

In summary, the Banfield appears the most desirable solution available to the Transportation Commission within the guidelines set up by the Columbia Region Association of Governments, local governments, and the public involved with establishing the policies of those jurisdictions.

I understand your concern, and I appreciate the expression of your opinion on this project.

Sincerely,

Governor

NOTED
F. B. KLABOE

RWS:bb

bcc: Department of Transportation

COPY

METAL SPECIALTIES FOR THE CONSTRUCTION INDUSTRY

MAILING ADDRESS:
6204 N. DEPAUW
285-5504

PLANT AND YARD
750 N. FREMONT ST.
288-4581

WHITCOMB CRICHTON
PORTLAND, OREGON 97203

001405

Transportation
6-3-75
Bothman
R/D please
EDN

May 28, 1975

RECEIVED
MAY 30 1975
Governor's Office

Info
Gives
R/D
O/R
Sign
Act
File

FOR

REFER TO

RECEIVED
JUN 2 '75
STATE HWY ENGR

Please prepare draft reply for Governor's signature by 6-11
Thank you.

Hon. Robert Straub
Governor of Oregon
Salem, Oregon

My dear Governor:

Ten or twelve years ago, when you were just beginning to gather support for a drive to keep the coast highway off the Nestucca sandspit, I was attracted to your cause by your vociferous preaching of the doctrine that the Transportation Commission (then the Highway Commission) should be receptive to the will of the voters on matters of such importance.

Now you are in the Governor's chair, and your own Transportation Commission has come up with a hare-brained scheme to narrow the lanes of the Banfield Freeway and spend God knows how much money to put down an additional lane devoted exclusively to mass transit vehicles.

Anyone who has sweated out that Freeway during rush hours knows that the absence of shoulders is going to produce some of the world's worst bottlenecks. The provision for turn outs at five hundred foot intervals shows what fuzzy thinking they've directed to this problem. Does anyone actually think that anyone that's going to have a blow-out or drop an axle can pre-program his vehicle to give five hundred feet of warning?

By the department's own estimate, very few vehicles are currently occupied by more than the driver. What the commission is proposing to do, then, is to arbitrarily divide up a public highway and assign one lane--a full third of the available space, and the fastest moving lane at that, to perhaps 10% of the traffic, and to prevent other vehicles from using it even if the space is not required for the trickle of "mass transit" vehicles.

I'm sure you need not be reminded that the highways of this state are paid for by all the taxpayers for everyone's use; I challenge the legal right and authority of the Transportation Commission to consider

such a scheme without a direct mandate from the legislature as representatives of the voters, regardless of what our Portland Mayor's personal wishes or opinion may be.

I have no argument with mass transit, for those who find it convenient, but I feel very strongly that the regulation of highway traffic should not be used as an instrument of social change, or to encourage some action some bureaucrat believes to be desirable. What the mass transit "nuts" just can't seem to realize is that a lot of those "one passenger" vehicles are on missions that no amount of mass transit could ever fill--tradesmen, service personnel, repairmen, contractors, salesmen, and a host of other categories.

The rancher from Eastern Oregon, coming to Portland alone in a pickup to get a part to repair his combine has just as much right to the fast lane of our freeway as a group of teenagers returning from a swimming party on the river.

It hasn't been six months since Congress had to step in and undo the national snafu that resulted from a bureaucratic decision to require seat belt interlocks on all new vehicles. Do you really want a fiasco like that in Oregon?

If this plan proceeds, it will turn out to be a millstone around your neck. It will be attacked in the press, in the courts, in the Legislature and at the ballot box. When its muddled supporters finally have to admit its failure, Bob Straub will be the fall guy. He has power of appointment over the Transportation Commission.

Very truly yours,

WC:hs

Whit

RECEIVED
JUN 2 1975
OFFICE
DIRECTOR of TRANSPORTATION

4259

R

June 12, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. UMT-0000(2)

Attached are seven copies of an amendment to the application submitted by TRI-MET for an UMTA Capital Grant under Project No. UMT-0000(1). The original grant covered development and construction of a bus storage and service facility. This amendment covers the purchase and renovation of ten used buses. The buses will be used on the Banfield High Occupancy Vehicle Lane Demonstration project in Portland.

The original application and this amendment both indicate that match funds are to be shared by the State Highway Division and TRI-MET. This is erroneous. The local match will be provided by TRI-MET with no participation by the Highway Division.

Copies of the legal notice for the hearing on the H.O.V. project and the official transcript of the hearing need to be added as Attachments J-1 and J-2 to Exhibit J. The Highway Departments' comments on the Environmental Assessment should be included as Attachment L-2.

Program data for both projects were submitted to you on June 2, 1975.

DES:ljt
Att.
cc: G. A. Wood, TRI-MET
George M. Baldwin
F. B. Klaboe
R. E. Royer
Dennis Moore
R. N. Bothman, Metro

#2-7

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~626-1403-100~~

June 10, 1975

Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Sign legends
Banfield HOV lanes

TO: MAX J. KLOTZ
Metro Planning Engineer

NOTED
H. S. COULTER

Would you please pursue the sign legends on the Banfield HOV lanes project.

Two considerations need to be made:

1. Space be provided in accordance with the federal layouts for future addition of hours of operation

2. The verbiage on the sign, i.e., use of "riders" and "only", also, I would like consideration given to placement of the numeral 3 in the diamond symbol. The significance with that symbol to the HOV lane is hard to rationalize.

I believe we can accomplish revisions,if that is your decision, to the existing contract plans without too much difficulty; however, I need that consideration now.

ebg

cc: L. E. George
R. L. Schroeder
H. S. Coulter
E. S. Hunter
M. A. Craft: Please pursue this with Max and Jerry Street

RECEIVED

JUN 11 1975

Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 10, 1975

CLIFF CHRISTIANSON
Area Engineer
Post Office Box 300
Salem, OR 97308

NOTED
F. B. KLABOE

Subject: Union Ave. - 82nd Ave. Section
Banfield Freeway

Attached is the information you requested on the proposed Banfield High Occupancy Vehicle Lane project.

I did not include air sampling in the monitoring section of the report because we are still trying to work out an acceptable program with D.E.Q.

MAX J. KLOTZ
Metro Planning Engineer

mb

cc: G. M. Baldwin w/report
F. B. Klaboe " "
H. S. Coulter " "
R. L. Schroeder " "
E. S. Hunter " "
J. H. Versteeg " "
G. A. Potter " "
G. L. Sund " "

RECEIVED
STATE HWY ENGR
JUN 11 '75
REFER TO
FOR
Info Inves R/D D/R Sign Alt File

BANFIELD HIGH OCCUPANCY VEHICLE LANE
Union Ave. - 82nd Ave. Section

INFORMATION ON BANFIELD HOV LANES

HISTORICAL BACKGROUND:
The Banfield Freeway is a pre-interstate freeway and therefore is substandard in some respects. This facility was constructed in a natural drainage depression known as Sullivan Gulch. The freeway routing generally follows the routing of the Union Pacific Railroad tracks, the railroad occupying the north side of the gulch and the freeway the south side. The traffic handled on this facility in 1958 was approximately 26,000 vehicles per day. Today the traffic averages between 95,000 and 100,000 vehicles per day. The traffic rate growth has stabilized, indicating the facility can accept no more vehicles. Since this is the only east-west freeway and local arterials are operating within 100 to 200 vehicles of capacity, it becomes apparent that future growth is limited until more capacity is added.

The freeway now consists of three lanes eastbound from Union Avenue to 39th Avenue where one lane is dropped. Two lanes continue easterly. Westbound there are two lanes from the east to Sandy Blvd. where another lane is added. Three lanes continue west to Union Avenue.

PROPOSED PROJECT:
The proposal is an attempt to develop more people trips while reducing the number of vehicles. The new facility will occupy all of the pavement between curbs, eliminating the shoulder areas. A high occupancy vehicle lane next to the median barrier will be developed which will provide exclusive use to buses and other vehicles containing three or more people. There is no reduction in the number of lanes available to normal truck and car usage. The additional lane is derived by reducing the width of lanes by one foot and utilizing the existing shoulder area.

Eastbound, limitations in the existing cross section prevent the development of the HOV lane from the Union Ave. structure to Northeast 39th Ave. where the transition section will start. The eastbound HOV lane will be fully developed and actually commence at Northeast 44th Ave. The HOV lane is terminated at the Northeast 82nd Ave. off-ramp. The escape lane and transition section continues for an additional 1,100 feet.

The westbound HOV lane is developed westerly of the Northeast 82nd Ave. on-ramp. A length sufficient to merge the freeway traffic with the on-ramp traffic is allowed to avoid additional weaving movements in this critical section. The HOV lane is continued to Northeast Holladay Street. Again, there is no

reduction in the number of lanes available to trucks and non-high occupancy vehicles.

The overall length of the project is 4.76 miles. A copy of the map used for the corridor/design hearing is attached.

CONSTRUCTION DETAIL:
One requirement for the project was the replacement of the substandard metal guardrail with the New Jersey or G.M. type of concrete median barrier. Precast members will be used with the exception of transition sections, terminal sections and a saw-tooth section in the vicinity of Northeast 33rd Ave. The members will be seated on polystyrene foam pads and pinned in place. The tolerances allowed between the barrier and the travel lane is critical. A minor hit on a section could close two lanes of traffic unless the sections are secured by pinning. Concrete shoulder barrier has been specified for those structure abutments and columns where the travel lanes are moved to the shoulder area. Exceptions to this practice are where continuous runs of guardrail exist.

The surfacing consists of patching the rutted areas with class "D" asphaltic concrete and overlaying the entire area with an open graded, modified class "C" asphaltic concrete. Vertical structural clearance deficiencies will be corrected by excavation and repaving.

Restriping of the entire section will be necessary. Standard button striping is proposed. The existing lighting of this area is extremely limited and no improvement is planned. Buttons are a necessity due to the dark section, the glare of oncoming headlights and rain. These three factors nearly preclude orientation with painted stripes. The buttons provide reflective light plus a rumble strip if the motorist wanders from the lane. The median barrier will reduce the headlight glare incidence by a minimum of 50 per cent, which in itself is a major improvement.

Because of the utilization of the existing shoulder area as part of a future driving lane, emergency parking bays will be constructed at approximately 2,000-foot intervals.

OPERATION:
The lane next to the median barrier will be operated as a high occupancy lane on a full-time basis. Since emergency parking will be available only at constructed parking bays and not continuously along the shoulder as it is now, we are considering hiring a tow service on either a patrol or stand-by basis during the peak rush hours. The tow truck's prime function would be to

remove disabled vehicles from the driving lanes and place them in the next available emergency parking bay or off the freeway at the next off-ramp, whichever is closer. The disabled vehicle would then be completely removed after the rush hour traffic has subsided. Also being considered is a night patrol by a Highway Division pick-up, equipped with a two-way radio, early warning sign, and other emergency gear to assist, provide protection and notify the police in the event of an accident or lane blockage.

The tow service and patrol would be a supplement to the police patrols that will also be taking place and will last only as long as it appears necessary.

We are investigating the possibility of installation of telephones at the emergency parking bays to enable people to call for assistance if necessary.

In order to accurately determine the effects and the degree of success of the proposed project, it was necessary to develop some sort of monitoring system and then to implement it as soon as possible. In this manner, information could be gathered to establish a base with which to compare the data gotten after the opening of the HOV lanes.

Since the prime objective of this project is to more efficiently utilize the existing facility, it was decided that sampling the traffic flow characteristics (i.e. the traffic volumes, speeds, accident rates and the vehicle occupancy rates) would give us adequate information on which to make a judgment.

If we are successful and are able to convince people to carpool or use the bus, it should show up in the occupancy rates and Tri-Met ridership. Improvement of the traffic flow will be evident in the traffic speeds, volumes and accident rates.

Our monitoring program thus far consists of the following:

1. <u>Traffic Speeds</u>

   The Union Ave. - 82nd Ave. Section was broken into five parts: Union Ave. to 12th Ave., 12th Ave. to 33rd Ave., 33rd to 47th, 47th to 60th and 60th to 82nd. Three days each month "floater cars" travel with the morning and afternoon rush hour traffic measuring the time it takes to travel each of the segments. The average speed of the traffic flow through each segment, as well as through the entire section, is then calculated and plotted on a chart so comparisons may be easily made and bottlenecks identified.

This monitoring of traffic speeds will continue as long as necessary to determine if the project is successful and if any additional measures should be taken.

2. Traffic Volumes

Hourly and daily traffic counts are being taken continuously now on the Banfield Freeway. Periodic traffic counts are also taken on the other east-west arterials in the vicinity.

This will allow us to detect any significant shifts or changes in traffic patterns. It is possible that an improvement in traffic flow on the Banfield will cause traffic that used to use arterial streets, such as Sandy Blvd., to start using the freeway, thus improving the conditions on said arterial streets.

3. Accident Rates

The accident rate through this section will continue to be monitored. It is expected that the installation of a concrete median barrier (which will also serve as a partial glare screen); raised, reflective pavement markers; a textured pavement surface; improved surface drainage; the elimination of the pavement ruts and a smoother traffic flow will result in a lowering of the accident rate.

4. Vehicle Occupancy Counts

One day each month vehicle occupancy counts are taken during the A.M. and P.M. rush hours. Like the traffic speeds, this will be continued as long as necessary to determine the effectiveness of the project. It is our hope that we will be able to raise the approximate 1.3 passengers per vehicle average that exists now.

5. Bus Ridership

Tri-Met keeps a running count on the ridership of their buses. This will be examined periodically to see if ridership has increased in the Banfield area. We are also interested in finding out what time savings are experienced by the buses.

EXISTING CONDITIONS:
The implementation of the monitoring system described above has given us some figures on the conditions that now exist on the Union Ave. - 82nd Ave. section of the Banfield Freeway. These will be used as "before" figures for comparison with the information gathered after completion of the construction.

1. Traffic Speeds

The existing rush hour traffic speeds are extremely erratic. The lowest average speed driving through the entire section recorded thus far during rush hour has been 12 miles per hour. An approximate average during the crowded conditions runs in the 22-26 M.P.H. range. Many times the traffic comes to a complete stop.

These low speeds are not caused by accidents happening within the section. Any timed run during which an accident occurs is disregarded and not used to calculate traffic speeds.

Off peak hours the traffic moves in the 45-50 M.P.H. range.

2. Traffic Volumes

For the past eight years, peak-hour volumes on the Banfield Freeway have exceeded design capacity between 58th Ave. and the East Bank (I-5) Freeway. Present lane volumes in this section of the roadway, under peak-hour conditions, vary from 1,800 to 2,000 vehicles per lane. The hourly design volume is 1,500 vehicles per lane. Levels of service exceed the desired optimum, varying from forced (F) to unstable (E) flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles per day. This is in contrast to approximately 26,000 vehicles per day in 1958.

Traffic growth trends over the past ten years indicate that the peak-hour volumes reached a high between 1966 and 1967. Since that time, the peak-hour levels have stabilized at or near the maximum. The lack of any significant increase in the past eight years illustrates that, under present conditions, the Banfield is incapable of accepting additional traffic in the peak-hour periods.

3. Accident Rates

The accident history for this section for the past two years is as follows:

	Accidents	Rate	Killed	Injured
1973	157	1.37	1	132
1974	94	0.86	1	52

4. Vehicle Occupancy

Spot counts taken during morning, noon and evening rush hours indicate a vehicle occupancy rate of slightly less than 1.3. Approximately 3% of the automobiles had three or more occupants.

TECHNICAL ADVISORY COMMITTEE:
On April 3rd, 1975, a meeting was held with representatives from the City of Portland, Multnomah County, Department of Environmental Quality, Tri-Met, Oregon State Police, Hollywood Boosters (local business group), Hollywood Kiwanis, Neighborhood Coalition, Federal Highway Administration and various sections of the Oregon State Highway Division. At that meeting a Technical Advisory Committee was established. The committees' responsibilities are twofold. Collectively, the committee is to meet regularly; constantly monitor the Banfield High Occupancy Lane Project as it goes through the design, construction and operation stages; and make any recommendations to the Oregon State Highway Division that the committee feels would improve the project. Individually, the committee members act as a liaison between their home organization and the Highway Division. Since being formed, the committee has met on April 17th, May 1st, and May 22nd.

PROJECT STATUS:
An informal information session was held for the public on May 8th, from noon until 8 p.m. A corridor/design hearing was held on May 13th. The Final Negative Declaration will be approved by June 4th. The project is scheduled for the June 26th bid opening.

PICTURES:
Attached are four 8" x 10" aerial photographs taken April 30th and May 1st of this year.

1. Looking easterly toward the 21st Ave. structure. The 16th Ave. on-ramp is in the foreground.
2. Looking easterly toward the Sandy Blvd. structure.
3. Looking westerly. The Halsey St. structure is in the foreground and the 60th Ave. structure is in the background.
4. Looking westerly from the 28th Ave. structure toward the 21st Ave. structure.

Also enclosed are three color slides taken on May 1, 1975. These are looking easterly toward the 28th, 33rd and 60th Ave. structures.

After completion of the construction, we are planning to photograph the freeway with a 16 mm. motion picture camera and perhaps a video tape recorder.

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 233-8373

PRE 26-143
FILE 120

METROPOLITAN ENGINEER
JUN 13 1975

June 6, 1975

NOTED
E. B. KLABOE

RECEIVED
STATE HWY ENGR
JUN 18 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Robert Bothman, Metro. Engineer
Oregon State Highway Division
Metro Section
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

I am encouraged by the progress that is being made through the joint efforts of our two agencies in preparing for the implementation of the Banfield HOV experimental project.

As you know, the Tri-Met Board approved the project on April 4, and authorized Tri-Met's application for a federal grant to purchase 10 buses for operating express lines on the preferential lanes. We are hopeful that the processing of this grant application can be expedited by the Oregon State Highway Division to ensure that we can order, obtain and renovate the 10 used buses by the September 1 deadline.

The marketing program which Jerry Lowe of our staff has designed and is working closely with your staff in implementing, appears to be progressing smoothly. Please let me know if we can do anything further to make sure that this is a successful experiment. If it is as successful as we hope, we expect to allocate some of our new 100 buses to express operation on the Banfield next Spring.

cc Klaboe
per request
Bothman

Sincerely,

Stephen R. McCarthy

Stephen R. McCarthy
Assistant General Manager

SRM/dh

NOTED
E. B. KLABOE

259

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

6-4-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. U-323(27)

STATE PROJECT NO. NE Union Ave.-NE 82nd Ave.

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.

ITEM NO. U-194

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR JUL 23 '75 FOR REFER TO Info Inves R/D D/R Sign Mt File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
June 4, 1975	June 4, 1975	Primary Route 45

STATE ROUTE NUMBER: Primary Route 2

GENERAL LOCATION: US 30 Union Ave. East 4.8 miles (Portland)

NOTED E. S. HUNTER

GENERAL DESCRIPTION OF WORK: High type pavement overlay, signs and HOV lanes

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Railroad Protective Services	$7,000
Permanat Pavement Striping	2,500
Stage Construction Striping	1,000
Temporary Erosion Control	1,000
On the Job Training	2,400

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your estimate.

Mr. Rulien's June 2, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

7-24-75
ORIGINAL TO
L.W. Rulien
w/att

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-4-75	C R Berglandt	for Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8229

K

Robert W. Straub
XXXXXXXXXXX

June 4, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM
L. W. Rulfen
Project Management Engineer

SUBJECT Federal-aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban Extension Project:

Item No.	Project No.	Section Name & PHRS No.
194	U-323(27)	NE Union Ave.-NE 82nd Ave. #7502-2-880

JG:bb
Enc.

cc: D. E. Swan
J. L. Gaither

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 4, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: R. N. Bothman
Metropolitan Engineer

SUBJECT: N.E. Union Ave.-N.E. 82nd Avenue
Columbia River Highway
Multnomah County

NOTED
E. S. HUNTER

In reviewing the plans on the subject section we feel some comment is in order. Attached are copies of three plan sheets with our thoughts noted in red.

On Sheet 10 instead of moving the curb maybe it would be a good idea to put some type of temporary delineation in the proposed new curb location to see if it works.

On Sheet 18 with the shifting of the two westbound lanes onto the shoulder it might be well to consider our proposal of lengthening the 82nd Avenue on ramp acceleration lane. Plans are available and it would cost about $150,000. This might be added later if trouble develops.

On Sheet 19 we feel the third lane eastbound should be striped out so the entrance ramp will have some place to go.

You might give these suggestions some thought during construction.

DNS:we
Attachments
cc: E. S. Hunter

RECEIVED
JUN 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Transaction No. 6-66

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-4-75

BY (Signature): L. W. Pulliam's June 4, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 194 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
194	U-323(27)	4.79	1,940,000	1,516,000	NE Union Avenue- NE 82nd Ave. Section Multnomah County State of Oregon	High type pavement overlay, signs and HOV lanes

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 5 '75
REFER TO
FOR
SEC PR PE RE SR AE

6-5-75
ORIGINAL TO
L.W. Pulliam

RECEIVED
JUN 5 1975
OFFICE OF

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-4-75	SIGNATURE AND TITLE

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds for, shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

6-4-75

2359

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 4, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project U-323(27)
Union Ave.-82nd Ave. (Banfield HOV Lane)
Final Negative Declaration

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

...OTE...
...E. JOHNS...

Attached is a copy of the subject declaration concurred in by this office June 4, 1975. The original has been forwarded direct to Mr. G. A. Potter in the Environmental Section.

William H. Kappus
for G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
JUN 5 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUN 6 1975

FINAL NEGATIVE DECLARATION

Banfield Freeway High-Occupancy Vehicle (HOV) Lanes
Union Avenue-82nd Avenue
City of Portland
Multnomah County, Oregon

INTRODUCTION

This final negative declaration for the above Federal-aid urban project has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2.

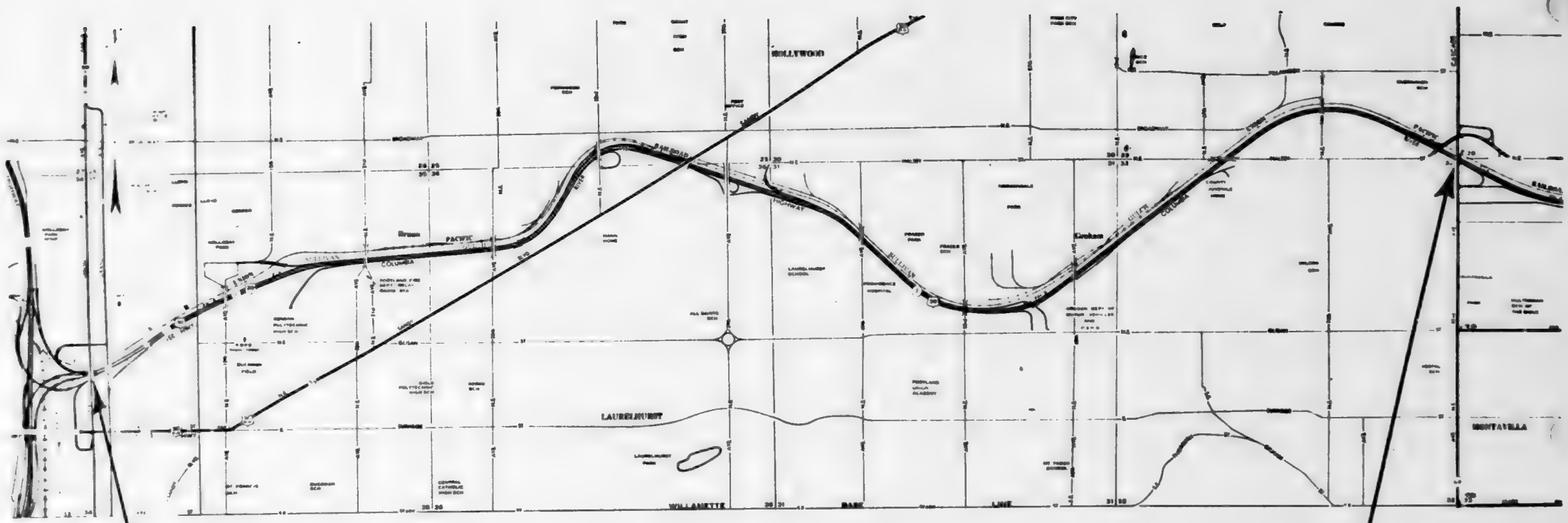
The tasks of discovery and application of effective solutions to our contemporary urban transportation problems are monumental in scope. The issues surrounding both the technical and philosophical aspects of these concerns are complex. One of the most pervasive dilemmas currently vexing transportation planners in major metropolitan areas of the country centers on the need to provide relief to the peak-hour congestion problem. The peak-hour congestion problem is characterized by a high volume-to-capacity ratio (V/C) which exists for a relatively short duration of time (one to three hours in both the morning and afternoon peak periods). The demand placed on a facility during these periods is of sufficient magnitude to create severe traffic conditions, which result in lower levels of service and associated increases in vehicle travel times. Such concentrated congestion, while relatively short-lived, creates additional external costs in the form of greater concentrations of air pollution, higher rates of fuel consumption and heightened psychological pressures for the driver.

There are at least three categories of actions available from which to approach this congestion problem: (1) to do nothing, (2) to construct a new facility, and (3) to more efficiently utilize the existing facility.

The first alternative is not responsive to the issue at hand. The second alternative, that of constructing a totally new facility, is not time-responsive. That is to say, when taking into consideration the severity of the problem and the large amounts of both time and money required to implement such a solution, most congested corridors cannot wait for the assistance offered on a five to fifteen year time frame.

The third alternative, to use the existing facility more efficiently, offers a greater return on the amount of relief anticipated from monies and

BANFIELD FREEWAY: N.E. UNION AVE. TO N.E. 82ND AVE. SECTION



0 ¼ ½ ¾ 1

SCALE IN MILES

time invested. The most immediate relief is available under this option. Such time-responsive offerings do not preclude the need for more permanent solutions to peak-hour congestion conditions. Long-range planning endeavors can be successfully carried out while relief is afforded the facility in the interim period.

The Portland metropolitan area daily experiences peak-hour congestion in virtually every major radial corridor. The most severe congestion occurs, however, in terms of both capacity and traffic volume, in the Banfield corridor of northeast Portland. Solutions designed to relieve this immediate peak-hour congestion, as applied to other urban areas, center on projects which have as their objectives: to increase the efficiency of the existing arterial street system; reducing peak-hour demand through an extension of the commute periods; or, encouraging greater transit and carpool ridership. The most effective means of providing relief to the peak-hour congestion problem would be to combine various elements of each of the foregoing offerings.

Similar improvements have been or are being proposed in various urban areas throughout the country. Each maintains as its objective finding a solution that is responsive to time constraints. These efforts range from reserve bus lanes on surface arterials, to greater utilization of existing transit facilities, to demand-responsive specialized transit service. Each has been tailored to meet the exacting requirements of a specific site and situation.[1]

To achieve immediate relief in the Banfield corridor, and to increase the capacity of the freeway to move people, a system is proposed which would encourage transit and carpool ridership through the use of exclusive high-occupancy vehicle (HOV) lanes on the existing roadway. Such a system, while best responsive to both time and cost constraints, emphasizes the potential of moving greater numbers of people, rather than merely more vehicles.

In essence, the proposal consists of a restriping of the existing facility to add two lanes in the median (one inbound and one outbound) to be utilized exclusively for high-occupancy vehicles.

[1]U.S. Department of Transportation, Urban Corridor Demonstration Program, (Washington, D.C.: GPO, 1974), pp. 2-16.

DESCRIPTION OF ENVIRONMENT

The general topography of the project area consists of gently rolling terraces which slope westerly toward the Willamette River. A group of small volcanic intrusions protrude above the surrounding terraces. Those nearest the project area include Rocky Butte, adjacent to the eastern terminus, and Mt. Tabor, a short distance to the south.

Sullivan Gulch (the freeway corridor) passes through some of the most densely developed residential, commercial and industrial areas of northeast Portland. It passes within several blocks of the Lloyd Center to the north, through the center of the Hollywood business district, and within a few blocks of the Gateway Shopping Center to the south. The east Multnomah County area that is served by the freeway within the gulch is one of the faster-growing residential sections of the Portland metropolitan area.

Sullivan Gulch is a natural drainage depression that runs in a meandering fashion from near Rocky Butte west to the Willamette River. The gulch, which begins at grade in the easterly portion of the project area, gradually increases in relief in a westerly direction, where it attains a twenty- to thirty-foot depth below the adjacent terrain. It has long been utilized as a natural, gentle-grade transportation route from the Willamette River east to the Columbia River floodplain.

The Banfield Freeway and the Union Pacific Railroad are side by side down the center of Sullivan Gulch. The freeway occupies the southern side of the gulch, while the railroad mainline tracks occupy the northern side. The freeway grade is approximately 10 to 15 feet higher than the railroad grade throughout most of the corridor.

For the past eight years, peak-hour volumes on the Banfield Freeway have exceeded design capacity between 58th Avenue and the East Bank (I-5) freeway. Present lane volumes in this section of the roadway, under peak-hour conditions, vary from 1,800 to 2,000 vehicles per lane. The hourly design volume is 1,500 vehicles per lane. Levels of service exceed the desired optimum, varying from forced (F) to unstable (E) flow. For the past five years, average weekday traffic has averaged between 95,000 and 100,000 vehicles per day between 33rd and Holladay. This is in contrast to approximately 26,000 vehicles per day in 1958.

Traffic growth trends over the past ten years indicate that the peak-hour volumes reached a high between 1966 and 1967. Since that time, the

peak-hour levels have stabilized at or near the maximum. The lack of any significant increase in the past eight years illustrates that, under present conditions, the Banfield is incapable of accepting additional traffic in the peak-hour periods.

A survey conducted in January of 1975 indicated that approximately 23.6 percent of the vehicles using the Banfield Freeway contained two or more persons. The survey also revealed that only 4.2 percent of the vehicles were carrying three or more persons. This corresponds to an average occupancy per vehicle of 1.3 persons.

The most critical section on the Banfield Freeway in the morning peak-period lies west of the 58th Avenue on-ramp, where congestion often results in speeds of 15 miles per hour or less. The most critical point on the facility which adversely affects the afternoon peak-period traffic is the lane drop which occurs at N.E. 39th Avenue. Average speeds in the section east of this point are also reduced to 15 miles per hour or less during a portion of the afternoon.

The arterial street system in the vicinity of the Banfield has a limited capacity to absorb additional traffic diverted from the freeway. During the morning peak, under level of service "D" conditions (tolerable delays), the Sandy Boulevard-Burnside route to the downtown could accommodate no more than a few hundred additional vehicles (between Grand Avenue and the freeway). while Glisan Street between N.E. 58th Avenue and Sandy Boulevard could handle roughly a hundred more vehicles. During the afternoon peak, these arterials are already operating at unstable flow conditons.

In summary, it is beyond the capacity of the existing facility to maintain adequate operating conditions during either the morning or afternoon peak-hour periods. Present demand is such that additional diversions of traffic from the freeway will result in substantial traffic delays on these arterials, along with severe congestion.

DESCRIPTION AND PURPOSE OF THE PROJECT

The Banfield Freeway serves east Multnomah County as a primary commuter arterial, to and from downtown Portland and the north Portland business/industrial complex. Since its completion in 1958, the Banfield has experienced increasingly heavy traffic congestion. By the end of 1968, average weekday traffic had surpassed its six-lane design capacity of 90,000.

In 1974, these weekday counts indicated over 98,000 vehicles. Individual peak days in 1974 had registered volumes in excess of 115,000 vehicles.

The extremely heavy use of the Banfield Freeway has caused extensive lane rutting. This situation presents hazardous driving conditions in wet weather, when standing water can create tire hydroplaning; and under both wet and dry conditions, the rutting can cause loss of vehicle control.

The purpose of the project is to relieve traffic congestion within the Banfield corridor and provide a facility that allows for flexibility in operation that will aid in the development of a suitable long-term solution through:

1. Increasing "people-carrying capacity" within the corridor by providing incentives for increased bus and carpool use, by developing additional travel lanes to be used exclusively by high-occupancy vehicles.
2. Providing a safe transportation facility by improving the roadway surface.

The project extends from N.E. 82nd Avenue to N.E. Union Avenue. The project is comprised of two basic elements:

1. The first element is a pavement overlay. The overlay is necessary to make vehicle operation on the facility safer, as the surface is presently extremely rutted. Irregularities in the present surface are to be patched and overlaid with asphaltic concrete.
2. The second element consists of the following features:
   a. Restriping the facility to provide an additional travel lane, next to the median barrier, in each direction. The two additional inside lanes will be designated for exclusive high-occupancy vehicle (HOV) use only. This will be accomplished by removing the roadway shoulders, which will provide an HOV lane approximately 12 feet wide and auto lanes approximately 11 feet wide. There will be no physical separation of the lanes except by the concrete median barrier.

b. Performing minor widening at selected points to provide for (1) emergency parking bays, (2) deceleration lanes, and (3) a transition section to develop the eastbound high-occupancy lanes.

c. Constructing a concrete GM median barrier the length of the project and at points of impaired horizontal clearance along the shoulders, to maintain safer operation within the narrow lanes.

d. Installing glare screening on the median barrier, if necessary.

e. Installing overhead signing to designate the high-occupancy lane system.

f. Installing break-away illumination standards.

The westbound (inbound) high-occupancy lane will be developed westerly of the Halsey Street on-ramp at N.E. 82nd Avenue. This will occur after the merging of the on-ramp traffic is completed. The existing shoulder area will be utilized to develop a three-lane section. Emergency turnouts will be provided at approximately 2,000-foot intervals. The three-lane section, including the high-occupancy vehicle lane, will continue to N.E. 33rd Avenue, where a fourth lane is to be developed. The four-lane section, including the high-occupancy vehicle lane, will continue to a point west of the Holladay (Lloyd Center) exit. From here westward, striping of the facility will remain as it is now (3 lanes).

The eastbound (outbound) high-occupancy lane will be developed in the vicinity of N.E. 39th Avenue. Between Union Avenue and N.E. 39th, the facility will be striped as it is now (3 lanes). The existing third lane will be carried past N.E. 39th Avenue, and there will be a minor modification of the interchange, exit and entrance ramps. A fourth lane (the HOV lane) will be developed through minor widening at the end of the 39th Avenue on-ramp acceleration lane, to a point approximately 200 feet west of the N.E. 47th Avenue overcrossing. This fourth lane will permit development of the eastbound high-occupancy lane next to the median. The high-occupancy lane plus two travel lanes will continue east of N.E. 82nd Avenue, where the third lane will be dropped and the HOV lane designation terminated.

PROPOSED RESERVE LANES FOR HIGH OCCUPANCY VEHICLES ON THE BANFIELD FREEWAY (LOOKING WEST FROM 53rd AVE)

PROPOSED RESERVE LANES FOR HIGH OCCUPANCY VEHICLES ON THE BANFIELD FREEWAY (LOOKING EAST FROM 53rd AVE)

OPERATIONAL ALTERNATIVES

The unique character of the proposal as a demonstration project allows it to be subject to many alternatives to aid in the operational success of the high-occupancy vehicle preferential treatment.

While all operation alternatives have yet to be finalized, several are under consideration pending the mutual agreement of a number of agencies involved in the project. Some of the proposed operational alternatives within the project are as follows:

Define and Designate High-Occupancy Vehicle.

Much has been said concerning the definition of a high-occupancy vehicle. Should it be restricted to vehicles with two or more persons? Should it be only those vehicles carrying three or more persons? Present occupancy figures show that 23.6% of the vehicles now using the Banfield are carrying two or more persons, and only 4.2% are carrying three or more.

Upon initial implementation of the project, those vehicles carrying three or more persons will be considered high-occupancy vehicles. The goal will be to increase the number of vehicles carrying three or more persons rather than to merely shift 23% of the vehicles to another lane.

Preferential Ramp Control System.

While the initial phase of the project will not control access to the freeway, it may be desirable or necessary to control the numbers of vehicles entering the facility. If a ramp control system is considered, it would likely be a preferential system permitting only high-occupancy vehicles to enter the freeway. There are many options available considering a preferential system. It may be necessary to implement the system on a few selected ramps, or all ramps may need to have some sort of access control; ramp control may be necessary twenty-four hours a day or only during peak-hour condtions; control may be permanent or only at

such times as monitoring of the system shows intolerable conditions developing.

If ramp control is determined to be necessary, it would require an extensive public relations campaign and coordination with local law enforcement agencies.

Speed Control.

Three different maximum speed limits have been discussed for the project. These are as follows: 55 miles per hour (present speed), 50 miles per hour (posted limits on I-5 and I-405 through Portland), and 45 miles per hour. These suggested maximum would apply equally to all travel lanes. Probably the main concern will be the likely differential speeds between the travel lanes and the faster high-occupancy vehicle lane. It will be most desirable to post the facility to a limit that will keep traffic on all lanes at reasonably homogeneous speeds.

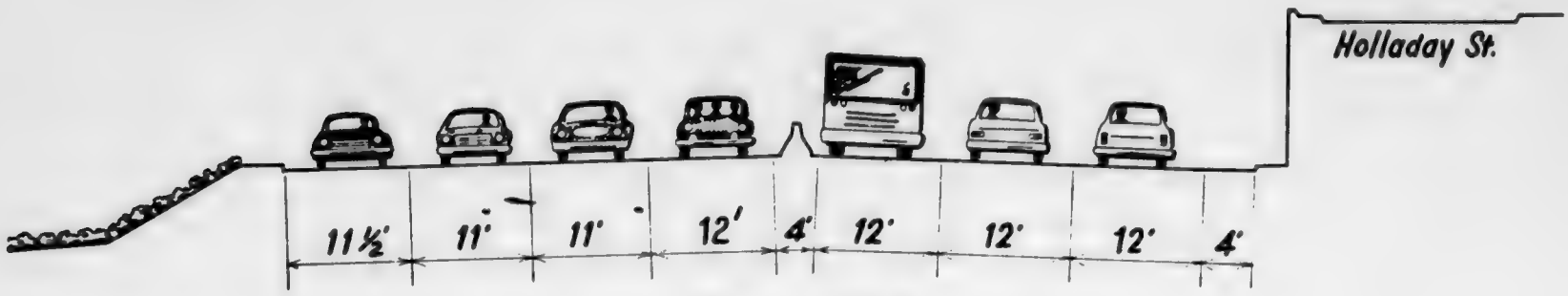
The unique character of the proposal allows for a great deal of flexibility to find the optimum operating condition. A technical advisory committee has been established to review the performance of the project and recommend appropriate changes. The committee consists of one representative from each of the following agencies and groups: Oregon State Highway Division, Department of Environmental Quality, City of Portland, Multnomah County, Tri-Met, the business community and local citizens.

Committee tasks include a review of the progress and operation of the facility and the coordination of interagency activities. The committee has been formed to provide necessary guidance to the Oregon State Highway Division for project development and implementation.

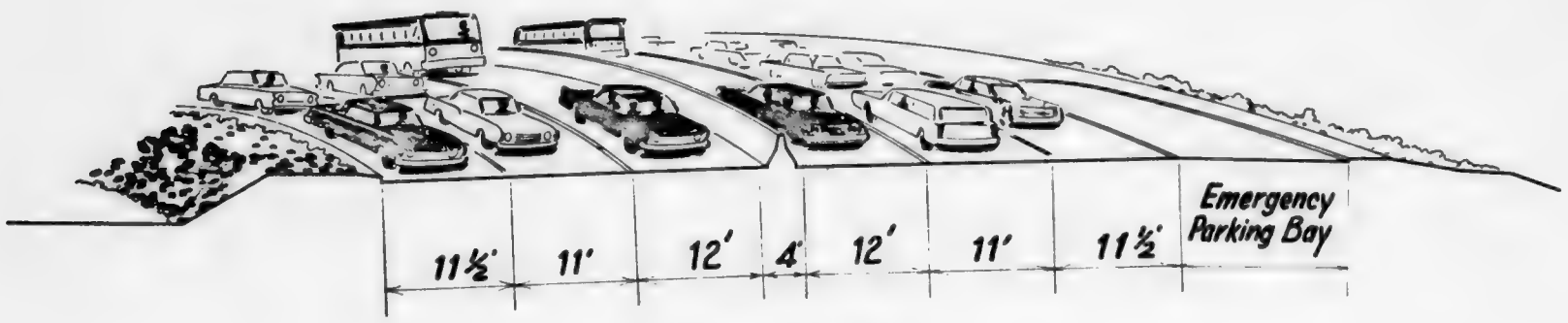
A vigorous public information program may well spell the success of the exlusive lane project. As documented in previous studies, the acceptance of the reserved lane concept cannot be achieved without a comprehensive public relations and information program.[2] Where transportation projects have

[2]U.S. Department of Transportation, Feasibility and Evaluation Study of Reserved Freeway Lanes For Buses and Car Pools (Washington, D.C.: GPO, 1971), pp. 117-123.

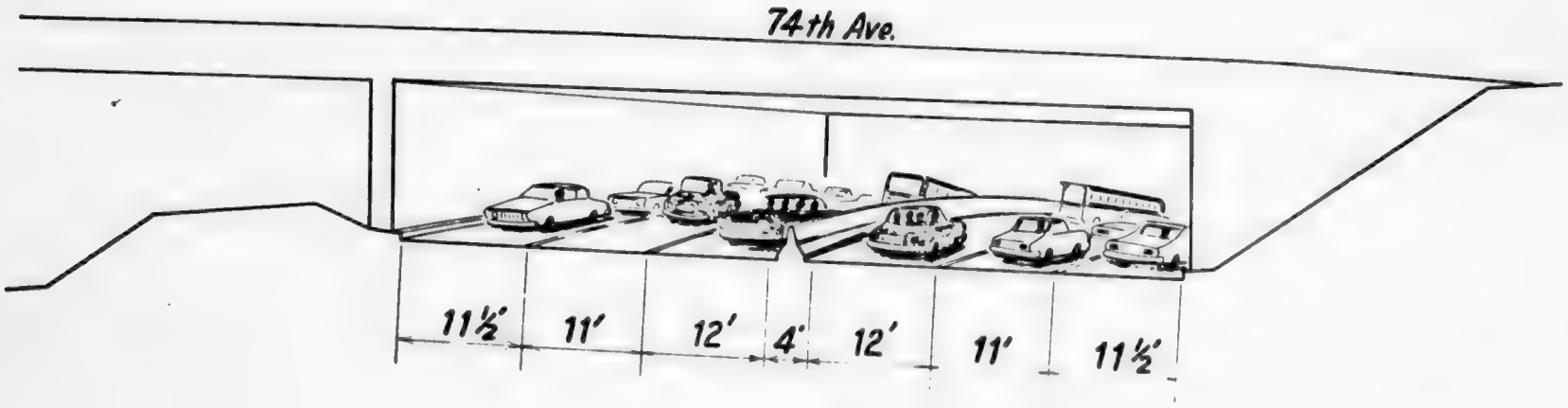
BANFIELD FREEWAY
HIGH OCCUPANCY LANES



Section A-A
Looking East at NE 23rd Ave.



Section B-B
Looking East Near Providence Hospital



Section C-C
Looking East at NE 74th Ave.

been designed to restrict road-user movement and/or mobility, an intense informational campaign must be promoted in such a way to counteract the negative attitude likely to be created.

ENVIRONMENTAL CONCERNS

The proposal to provide high-occupancy vehicle lanes on the Banfield Freeway is being offered as an initial step to provide relief to the existing peak-hour congestion problem. Many projects have been attempted in recent years throughout the nation with a similar intent.[3] While the experience gained through these efforts is valuable, the combination of elements proposed for the Banfield is unique in the sense that these elements have been designed to fit a particular situation which is dissimilar to other priority techniques attempted elsewhere. The utilization of reserved lanes on urban freeways (one in each direction) with no physical lane separations, and operating concurrent to existing traffic flow, is a relatively new concept.

An exclusive bus and carpool lane is presently undergoing a feasibility study by the New Jersey Department of Transportation for State Route 3, which connects with Interstate 495, providing access to downtown Manhattan Island. To date, no firm designs are available. The Florida State Department of Transportation, in conjunction with the Dade County Transit Authority, is currently constructing a preferential bus and carpool lane in a ten-mile section of I-95 in Miami, Florida. It is scheduled for completion in late 1975, and will functionally replace a major corridor route funneling into metropolitan Miami.[4]

The environmental ramifications of implementing the exclusive lane system on the Banfield Freeway are not considered to be severe. Though some preliminary evaluations can be offered, it must be recognized that there is no way of ascertaining the exact nature and scope of environmental concerns attributable to the project, until it is placed into service and subsequently analyzed. The "demonstration" nature of this project requires that a monitoring program be initiated which will enable members of the project advisory committee to assess the performance of the project, and its safety, on a continuing basis.

[3]U.S. Department of Transportation, Status of Urban Corridor Demonstration Program (Washington, D.C.: GPO, 1974), pp. 1-7.

[4]U.S. Department of Transportation, Priority Techniques For High Occupancy Vehicles: State of the Art Overview, Technology Sharing Program, (Washington, D.C.: U.S. DOT, Feb. 1975), pp. A-1 through A-6.

Monitoring activity will provide such information as: speeds, vehicle occupancy, changes in congestion levels, volume counts, accident rates, and associated air quality statistics. Details of this time-responsive surveillance system will be initially worked out by the project advisory committee, and will be subject to change as information warrants.

Since the project would be implemented on an existing urban facility, there would be no new physical environmental problems encountered. There will be no additional right-of-way required, with the possible exception of obtaining construction easements from the Union Pacific Railroad Corporation to construct several emergency parking bays along the margins of the westbound lanes.

The most significant environmental concerns will probably result from the operational character of the project. The implementation of any modification to an existing traffic operation will have an impact on driver experience. These changes in facility operation can be either positive or negative, depending upon the degree to which individual drivers perceive gains or losses in the use of the facility.

The exclusive HOV lane concept, as proposed for the Banfield Freeway, carries with it certain advantages and disadvantages. On the positive side, the capital necessary to construct such a facility is low, and the project can be implemented in a relatively short time period. As compared with other exclusive lane treatments, such as contra-flow lanes, the normal-flow (concurrent flow) preferential lane system requires a minimum of operating cost expenditures. The potential also exists to reduce total vehicle volumes. If the operation is successful in inducing people to shift to a high-occupancy vehicular mode, then fewer vehicles will be needed to provide a given level of service. Studies have shown that if only a 6% shift into carpools or buses occurs, on a four-lane facility, then the three unreserved lanes will carry lower flows even more smoothly than at present.[5]

Safety implications represent a source of potentially adverse environmental concerns. Precise prediction of the actual changes in facility operation from a safety vantage point is difficult. Only after monitoring these results over a reasonable time frame, following implementation, will the extent and nature of changes in safety be revealed. However, several

[5]U.S. Department of Transportation, Feasibility and Evaluation Study of Reserved Freeway Lanes for Buses and Car Pools (Washington, D.C.: GPO, 1971).

features of the exclusive lane operation are somewhat unique, and qualified estimates can be offered regarding their potential safety implications.

Perhaps the most significant concern is for the speed differential which would exist between the exclusive and non-exclusive lanes. Depending upon the success of enticing traffic to utilize the HOV lane, and the resultant traffic level in the residual lanes, speed differentials of up to 25 miles per hour may exist. Thus, lane changing to and from the HOV lanes can be considered more hazardous than changing lanes in a system of more homogeneous travel flow. Additionally, larger gaps will be required to successfully complete lane change maneuvers; however, there may be a reduction in the total number of lane changes required for exclusive lane systems.

The related concerns for changes in driver perception are also important considerations. The perception of speed differential is one of the most difficult driver tasks. The physical and emotional effects of driving adjacent to a travel lane where vehicles are operating at substantially different speeds have never been studied. However, adaptation is necessary to insure the success of an exclusive lane concept. This is especially true with the Banfield Freeway, as no physical lane separation is planned other than painted stripes (except in the median, where a continuous concrete GM barrier will be installed).

The narrower lanes required by project implementation will likely result in overall reduced capacity per lane. It has been shown that, on multi-lane facilities, more vehicles tend to encroach on the adjacent lanes as travel widths decrease. Such restrictions can also adversely affect driver perception and conceivably increase accident potential.

Theoretically, the lack of adequate shoulder area adjacent to the travel lanes can affect vehicular capacity on the freeway. Without continuous refuge areas, a single disabled vehicle can significantly reduce the capacity of the facility. This is particularly true when the facility is operating at or near its maximum capacity. However, as previously stated, emergency turnout bays will be provided approximately every 2,000 feet to minimize these concerns.

An additional problem, which may affect traffic operation, concerns the close proximity of the outside travel lanes to shoulder or median barriers, and crossing structures. Studies have indicated that lateral obstructions

greater than six inches in height and located closer than six feet from the edge of the travel lane tend to reduce the "effective" (perceived) width.[6]

Weaving problems represent another critical concern for exclusive lane operation. On freeway sections immediately adjacent to beginning and terminal points of the HOV lanes, there will undoubtedly be substantial increases in traffic friction. Even though adequate signing and design features would make the transition as smooth as possible, the possibility of hazard through these sections will no doubt increase in the initial stages of operation.

SUMMARY AND DISPOSITION OF PUBLIC HEARING AND REVIEW COMMENTS

A combination corridor/design public hearing was held at 2:00 and 7:50 p.m. on May 13, 1975 in the Metropolitan Region Office of the Oregon State Highway Division. The project was described to those people in attendance. Oral testimony was given by two individuals. Principal commentary centered upon potential safety concerns. Specifically, the following issues were referred to in the testimony: speed differential between vehicles using exclusive and non-exclusive lanes; narrower lane widths; difficulty of changing lanes; and enforcement procedures. Additionally, suggestions were made concerning the possible use of "controlled entrances and exits (preferential ramp control), reversible lanes, contra-flow lanes, and a one-way street grid for arterials near the Banfield to better handle "spillover" traffic.

Problems of operational safety have previously been discussed in the Draft Negative Declaration released on April 10, 1975. Such conerns related to speed differentials, lane widths, and weaving are treated on pages seventeen and eighteen of that document. Operational alternatives, such as a preferential ramp control system, contra-flow lanes, and a reversible lane, have been examined by the Oregon State Highway Division. While each of these options passes certain advantages and disadvantages, the initial proposal has been advanced under the recognition that the project is one of a demonstration nature. As such, it can, and likely will be, modified to reflect current operating conditions on the Banfield Freeway.

[6]Highway Research Board, Highway Capacity Manual, Sp. Report #87, (Washington, D.C.), pp. 88-91.

The problem of enforcement is, at best, difficult. Studies of similar facilities in other metropolitan areas of the country indicate that a high degree of operational success on such facilities can only be achieved through the cooperation of drivers utilizing the facility. Some spot checks and surveillance from overcrossings may be conducted, but it is believed that an intensive promotional campaign is the most effective method of insuring voluntary compliance to the new system. The Oregon State Police, as members of the Technical Advisory Committee, are closely coordinating their efforts on this project with the Highway Division. Emergency vehicles will have use of the exclusive lanes at all time.

Traffic counts on major city arterial streets adjacent to the Banfield are available. These indicate that very little capacity exists to shunt off traffic diverted from the freeway.

Comments received via the A-95 review process point to the need for coordination of construction activity with the East Multnomah Soil and Water Conservation District. Additionally, the State Fish Commission, per their request, will be contacted during the final design stages of the project.

The project has received the endorsement of the Oregon State Environmental Quality Commission, and the State Department of Environmental Quality will take an active role in assessing its operational characteristics.

BASIS FOR NEGATIVE DECLARATION

In conclusion, the Oregon State Highway Division feels that this project constitutes a major action as defined in the Federal Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the action will not have a significant impact on the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

GSW:sz
6/4/75

6-4-75
Date

E S Hunter
Assistant State Highway Engineer

JUN 4 1975
Date

William W. Wright
FHWA Division Engineer

8259

Banfield 80N

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8970
PORTLAND, OREGON 97208

June 4, 1975

File Reference D 9016 - 32 - 16

Mr. J. E. Chidsey, P. E.
Railroad Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letter of May 16, 1975, and previous correspondence concerning the N. E. Union Ave. - N. E. 82nd Ave. Section of the Columbia River Highway in Multnomah County.

Attached hereto are duplicate originals of an agreement prepared to cover this project. Your attention is directed to the following information:

1. The agreement does not supplement the 1953 and 1955 agreements, but specifically acknowledges these agreements and provides that the State's obligations under this agreement are in addition to the obligations under the prior agreements, since those agreements shall continue in full force and effect.

2. In Section 1, the State is granted easements for each of the highway facilities which it plans to construct. Easements are granted not only on the parcels shown colored yellow on the print, but also on the parcels colored green and blue on the print. Parcels colored green represent easements granted the Railroad by the State for railroad purposes, and, accordingly, the State is obligated to secure our permission before it constructs the proposed curbing.

3. Temporary construction easements are granted with respect to the parcels colored brown.

(continued)

1 Versteeg ✓
A. Olson
2 Terpin T
3 Scott
Swenson
R. Olson
Trout

RECEIVED
JUN - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Do not File ☐
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Bring Up / /
Other

REFERRED TO

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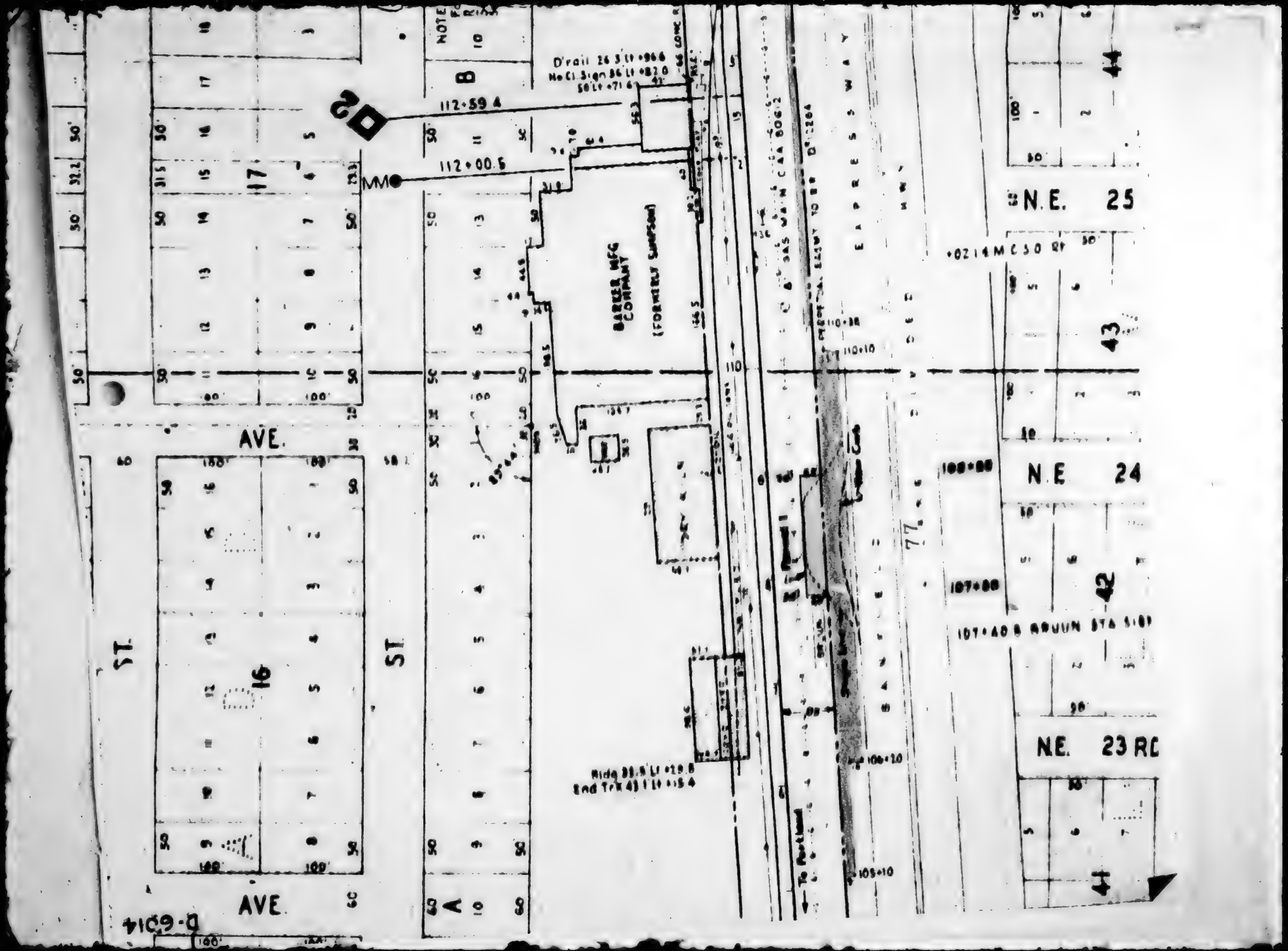
BY FINAL DESIGN ENGINEER

4. In Paragraph (i) of Section 1, a special provision has been inserted to require the State to construct a retaining wall along the southerly boundary of Parcel 1 in the event the Railroad requires the use of that parcel for railroad purposes. Upon construction of the retaining wall, the State is obligated to relinquish Parcel 1 to the Railroad.

In addition to the duplicate originals, we are attaching one extra copy of the agreement for your use and a reproducible copy of the Exhibit "A" print. As soon as the agreement has been executed by the State, will you please return it to me for my further handling by the Railroad.

Yours truly,

L. A. Kirkeby


112+59.4
112+00.5
BARBER MFG COMPANY
(FORMERLY SIMPSON)
AVE.
ST.
N.E. 25
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100+20
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NOTE
For Agmts covering Privately Owned Facilities
R R Property & Imp Cls See CA 68311, 73179, 64[illegible]
54691, 54243, 48679, & 12690 For Oper & Maint R[illegible] Owned trks
Serving these Industries See CA #88582

N.E. 27TH AVE.

AVE.

BARKER MFG. CO.

R.R. R/W

CITY SEW.

R.R. COMMUNICATIONS LINE

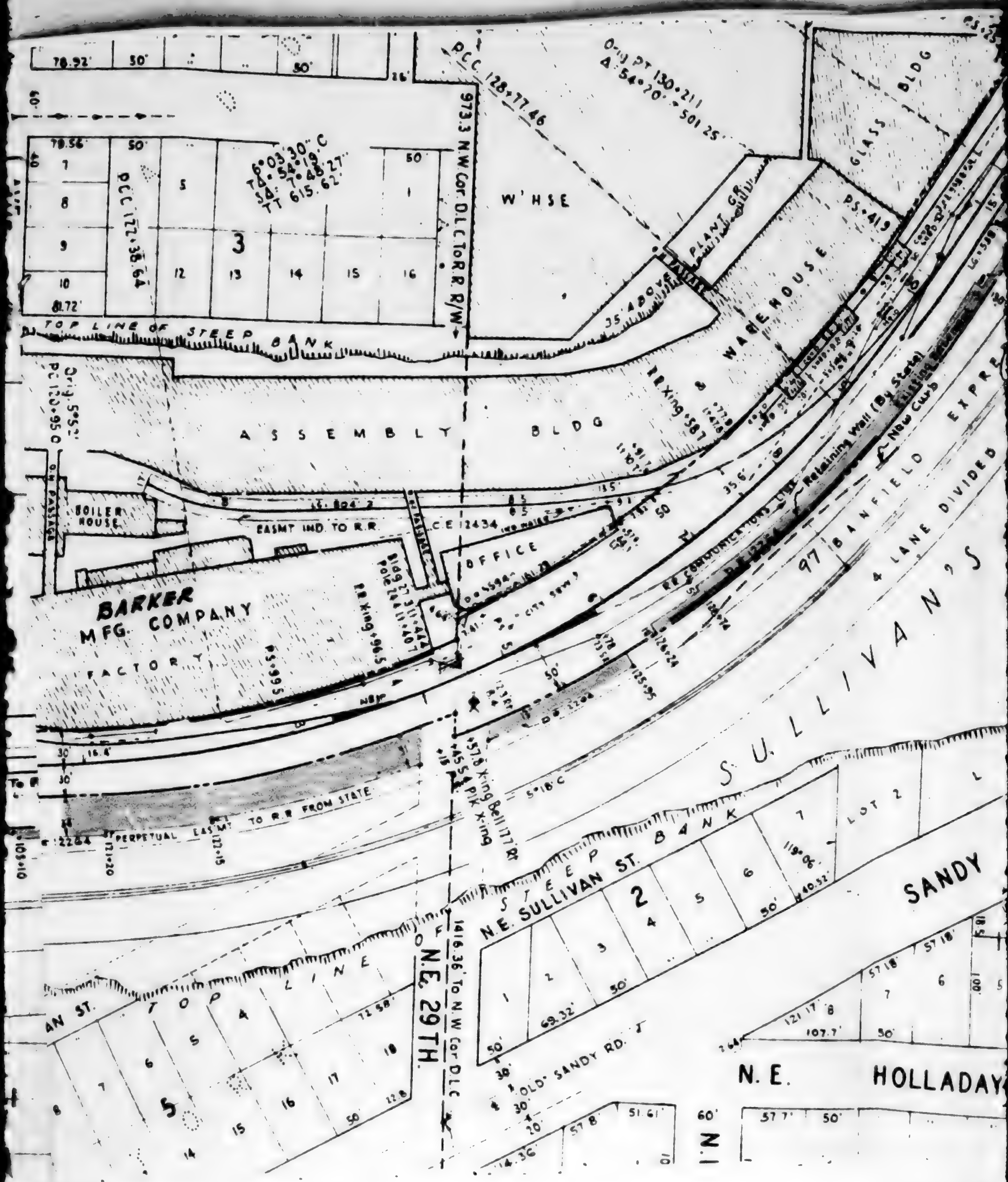
O.W.R.&N. Co. Main Line

R.R. R/W

S S W A Y

N. E. HOLLADAY STREET

N.E. 21ST AVE.


BARKER
MFG. COMPANY
FACTORY
ASSEMBLY BLDG
WAREHOUSE
W'HSE
GLASS BLDG
OFFICE
BOILER HOUSE
EASMT IND. TO R.R.
PERPETUAL EASMT TO R.R FROM STATE
TOP LINE OF STEEP BANK
STEEP BANK
N.E. SULLIVAN ST.
OLD SANDY RD.
SANDY
N.E. HOLLADAY
N.E. 29TH.
973.3 N.W. Cor D.L.C. to R.R. R/W
PCC 128+77.46
Orig PT 130+21.1
A 54°20' = 501.25
PCC 122+38.64
PC 120+95.0
Orig 595'
Δ 6°03'30" C
Δ 54°19'
T 48.27'
T 615.62'
35' ABOVE
Retaining Wall (By State)
New Curb
Existing Curb
4 LANE DIVIDED
97 BANFIELD
S. U. L. I. V. A. N.
R.R. King 587
R.R. King 995
R.R. King 96.5
Bell 177 R.R.
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x-ing
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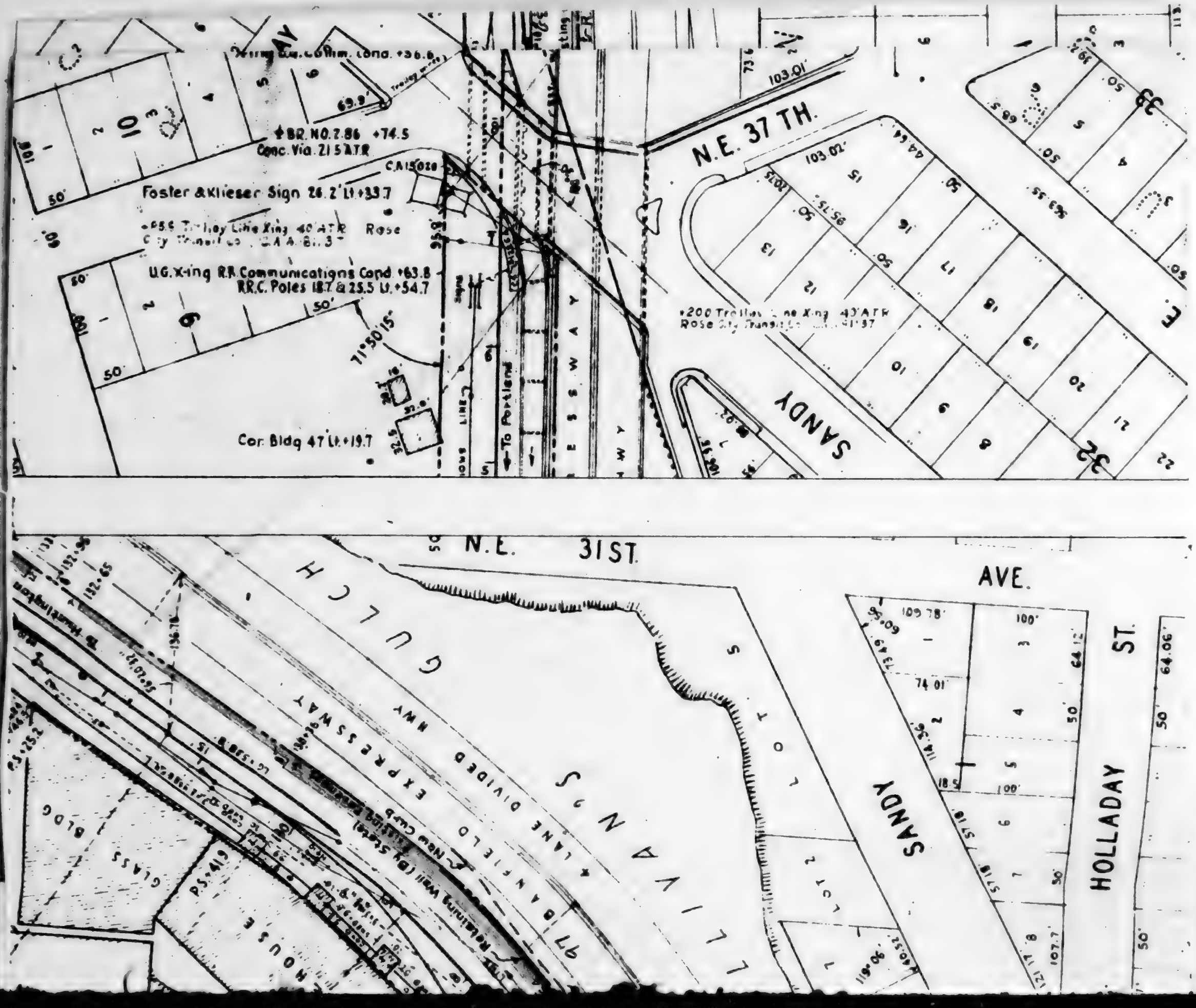

N.E. 37 TH.
103.01'
103.02'
Foster & Kleiser Sign 26.2' Lt. +33.7
U.G. X-ing R.R. Communications Cond. +63.8
R.R.C. Poles 18.7 & 25.5 Lt. +54.7
Conc. Via. 21.5 A.T.R.
C.A. 15.028
71°50'15"
Cor. Bldg 47' Lt. +19.7
To Portland
SANDY
N.E. 31ST.
AVE.
GULCH
HOLLADAY
ST.
GLASS BLDG
HOUSE

AVE.

BLVD

39TH AVE. N.E.

"1 MILE TO BRUUN" Sign 10.2 Lt. +48

Pow. Line Xing +21

R.R.C. Pole 31 Lt. +31.6

"No Dumping" Sign 36.5 Lt. +15

End Ret. Wall 44.4' Lt. +46.3

∠ in Wall 32.1' Lt. +00

Sig. 12.8 Rt. & Lt. +50
& N.C. 9.0 Rt. +26
R.R.C. Poles 18.5 & 28' Lt. +20.6

End Trk. 46 Lt. +04

℄ BR. NO. 2.97 - +61.6

Conc. Via. 24.65 ATR.
83.5' Easm't C.E. #12311

165+15.7

165+42.5

D3

AVE.

DOWLING ALLEY BUILDIN

PARKING LOT

℄ R.R. R/W

EASM'T TO CITY D.A. 85428

RETAINING WALL

Temporary Easement

Exist. Easmt.

℄ New Curb

℄ O.W.R.&N. Co. Main Line

D.B. 12284

D.B. 12096

℄ R.R. R/W

EASM'T TO CITY D.A. 85428

160+50

162+55

166+20

130

+65.5 End Ret Wall 50' Rt.

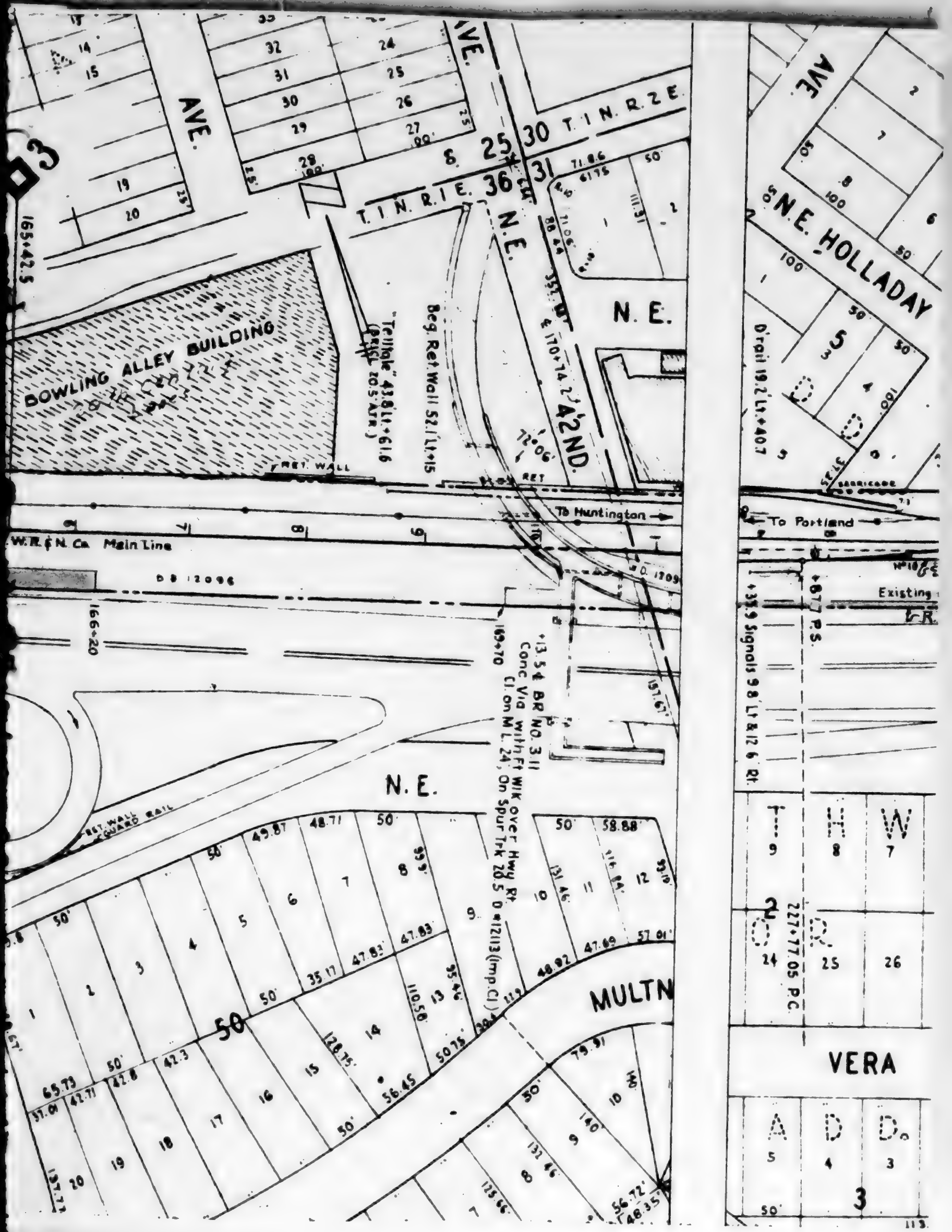
SENATE

640.05

N.E. 39TH.

AVE.

RET. WALL & GUARD RAIL


AVE.
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T. 1 N. R. 2 E.
S. 25
30
31
T. 1 N. R. 1 E.
36
N.E.
N. E.
N.E. HOLLADAY
DOWLING ALLEY BUILDING
RET. WALL
Beg. Ret. Wall 52.1 Lt. +15
"Telltale" 43.8 Lt. +61.6 (BASIS 20.5 Ahd.)
42ND.
To Huntington
To Portland
W.R. & N. Co. Main Line
D.B. 1209
D.B. 1209 6
166+20
169+70
+13.54 BR NO. 3.11
Conc. Via with Ft. Wlk. over Hwy. Rt.
Cl. on M.L. 24', On Spur Trk 20.5 D. #12113 (Imp. Cl.)
RET. WALL & GUARD RAIL
MULTN
VERA
Existing
L.R.
+67.7 P.S.
+33.9 Signals 98 Lt. & 126 Rt.
227+77.05 P.C.
D'rail 19.2 Lt. +40.7
165+42.5

HASSALO AVE.

AVE.

AVE.

AVE.

AVE.

AVE.

68TH AVE. N.E.

"No Dumping" Sign 47 Lt. +63.9

"No Dumping" Sign 30 Lt. +93.9

D'rail 36 Lt. +34

Cor. Bldg 56 2 Lt. +10.5

13 Lt. P.S. 7.4

13 Lt. P.S. 5.4

13 Lt. P.S. 85.5

R.R. R/W

To Portland

To Huntington

O.W.R.&N. Co. Main Line

Temporary Easement

D 12096

New Curb

Parcel 2

94

DA 14

201

N. E.

231+15.25' ℄ R/W Rt.

232+60.35' ℄ R/W Rt.

233+05.26' ℄ R/W Rt.

N.E. HALSEY ST.

231+95.45 P.O.T.

231+89.55 P.T.

EQUATION

63RD N.E.

69TH N.E.

ST.

0°12'C

Δ= 0°49'30"

T= 206.22'

D-6014

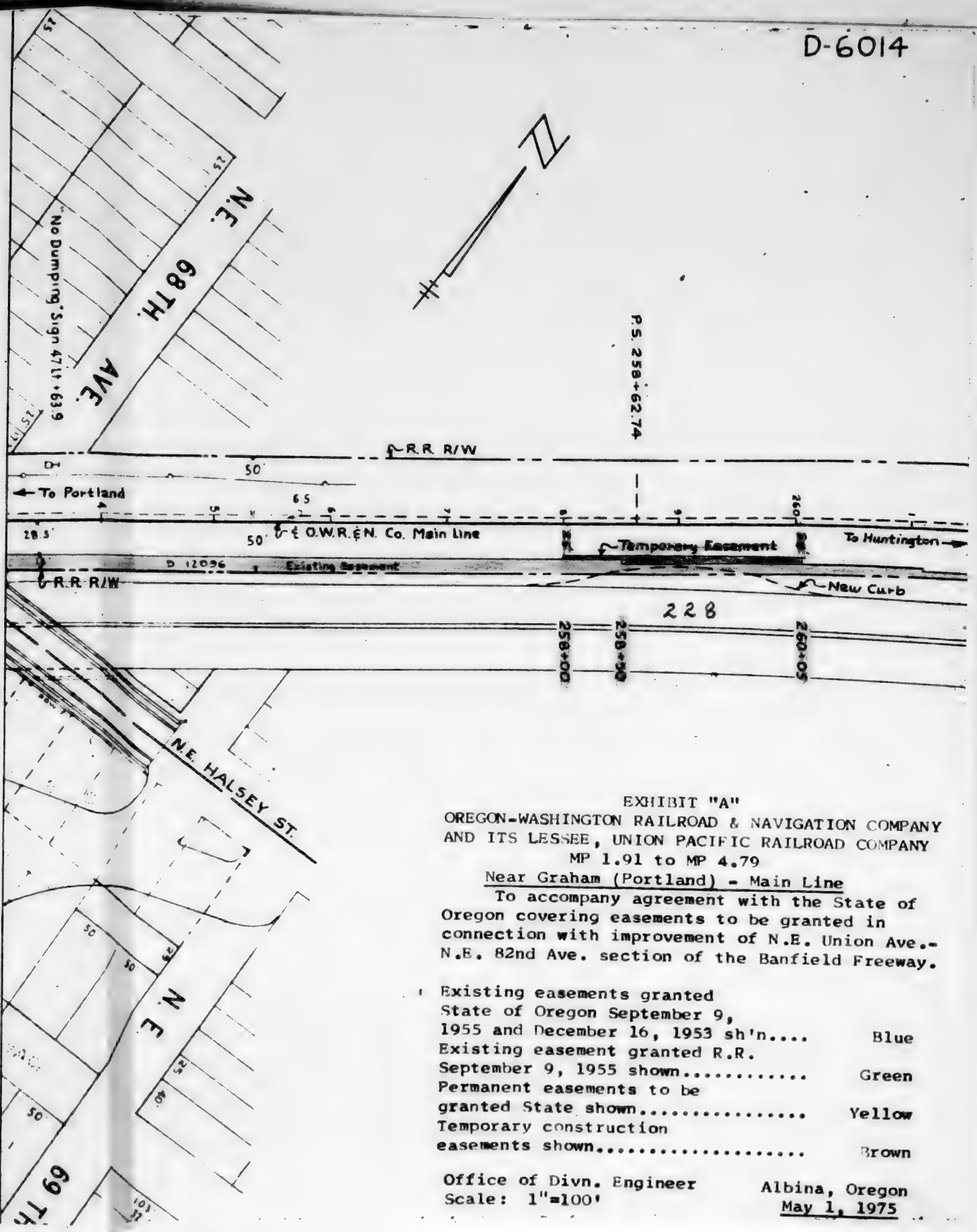

EXHIBIT "A"
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY
MP 1.91 to MP 4.79
Near Graham (Portland) - Main Line

To accompany agreement with the State of Oregon covering easements to be granted in connection with improvement of N.E. Union Ave.-N.E. 82nd Ave. section of the Banfield Freeway.

Existing easements granted State of Oregon September 9, 1955 and December 16, 1953 sh'n....	Blue
Existing easement granted R.R. September 9, 1955 shown.....	Green
Permanent easements to be granted State shown.....	Yellow
Temporary construction easements shown.....	Brown

Office of Divn. Engineer — Albina, Oregon
Scale: 1"=100' — May 1, 1975

8254

R

~~PRO 6-2~~

Robert W. Straub
xxxxxxxxxx

June 4, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-323(27)

We are submitting program data for one project, Item No. 194, Project No. U-323(27), "N.E. Union Ave.-N.E. 42nd Ave. Section", which we desire to have included in the Federal-aid Urban Extension Highway Program.

It is our present intention to receive bids for this project on June 26, 1975.

We are submitting location/design approval request concurrently with this project program.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-81)

6-4-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 US 30, Union Ave., E. 4.8 Miles (Portland) 62		ADT	80,000	FUTURE Y (66) 108,000*	(70) 95	(71)(72) 10	STATE NAME		Oregon	4 (2)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 H.T. Pave Overlay, Signs, HOV Lanes 62	NATL. FOREST (63)(68)	PROJECT NO. (69)(80)	(90)				EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PREFIX LETTER(S) 14 U-	NUMBER 23-7 323	SEQ. (2
CARD 4	CLASS OF FEDERAL FUNDS Urban Extension							COUNTY NAME Multnomah			CODE (79)(80)	
	NAME OF URBAN AREA 17-31 Portland							ROUTE NO. p	FEDERAL-AID (82) 45	STATE 2		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42)(43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16	41	42	43	53		(54) (58)	(59)	(66) (67)	(76)		
5					PE		US 30, Union Ave., E. 4.8 Miles (Portland)					
5					ROW							
5					CONST (CODE) (Safety) 6201		"NE Union Ave.-NE 82nd Ave. Sec."	4.79	1,940,000	1,516,000	424,000	
							PROJECT TOTALS	4.79	1,940,000	1,516,000	424,000	

CARD 1	CODE 1	PREPARED BY	REMARKS (18)(23)(24)(33)
1	14	PROGRAM APPROVAL DATES	

*Based on BUSREV test system.

USC

Budget Bureau No. 41-R2067, Approval Expires February 28, 1956

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

6-4-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

S 30, Union Ave., E. 4.8 Miles (Portland)

ADT | PRESENT: 80,000 | FUTURE: 108,000* | YEAR: 95 | REGION: 10 | STATE NAME: Oregon

TYPE OF WORK (35 typewriter spaces): Signs, HOV Lanes

NATL. FOREST | PRIMARY ROUTE NO. | PROJECT SUFFIX | EMERG. YR. | PL. AUTH. YR.

PREFIX LETTER(S): U- | 323 | (27)

Urban Extension

Portland

COUNTY NAME: Multnomah

ROUTE NO. p | FEDERAL-AID: 45 | STATE: 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 30, Union Ave., E. 4.8 Miles (Portland)						(Non-type pave. wt. overlay of existing facility, cont. conc. median barrier, instl. sign and strike for ... lanes incl. ... lanes. Const. ... Lgts. Relocate util. service as ... incl.
ROW								
CONST (CODE) (Safety) 6201		"NE Union Ave.-NE 82nd Ave. Sec."	4.79	1,940,000	1,516,000	424,000		...-300' min.; access control-full; parking restrictions-co... lane.
		PROJECT TOTALS	4.79	1,940,000	1,516,000	424,000		

APPROVAL DATES

REMARKS

*Based on BUSREV test system.

-OVER-

USCOMM DUBCOMM-DC 45055-P61

NE UNION AVE.-NE 82ND AVE. SECTION
PROJECT NO. U-323(27)

Existing Facility:

Union Ave. to 37th Ave. -- Curbed section with six 12-foot bit. surf. travel lanes with 8-foot shoulders and a 6-foot median.

37th Ave. to 42nd Ave. -- Curbed section with four 12-foot bit. surf. travel lanes with 8-foot shoulders and a 6-foot median.

42nd Ave. to 82nd Ave. -- Curbed section with four 12-foot bit. surf. travel lanes with 10-foot shoulders and a 4-foot conc. island median.

Structures:

(a) O'xing Doernbecker Access Rd.; Br. No. 7981; Rigid frame span; L 40'; HC 92'; H-20 loading.

(b) O'xing 58th Ave. Conn.; Br. No. 7032; RC slab span; L 42'; HC 68'; H-20 loading.

Adjacent Sections:

West End -- Interchange structures at jct. with I-5.

East End -- Curbed section with four 12-foot bit. surf. travel lanes with 10-foot shoulders and a 4-foot conc. island median.

Project Data:

The work consists of resurfacing with high-type pavement overlay the existing facility, constructing concrete median barrier and striping to provide the following:

(a) Westerly 1.86 miles -- six 12-foot nominal traffic lanes with 8-foot nominal shoulders.

(b) Easterly 2.93 miles -- six traffic lanes with the two inside lanes 12-foot nominal width and the four outside lanes 11-foot nominal width.

Construct intermittent paved turn-outs 12 to 15 feet wi install signs and incidental work common to this type o project. Railroad protective service as required.

NOTE: The inside lanes next to the median barrier will used for exclusive high-occupancy vehicle (HOV) use onl for eastbound traffic between 39th Ave. and 82nd Ave. a for westbound traffic between Holladay St. ramp and 82n Ave.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated March 2 1975 and March 11, 1975, respectively.

FHPM 7-7-2 Requirements: Major action nonsignificant projec Final negative declaration concurred in by FHWA.

FHPM 7-7-5 Requirements:

(a) Public Hearing -- Corridor/Design held May 13, 197

(b) Location/Design Approval -- Request being submitte concurrently with this program.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project is in Congressional District No. 3.

(3) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicl control through (a) elimination of ruts in the wheel paths; (b) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (c) increased visibility in wet weather because of reduced vehicle spray; and (d) increased skid-resistant property of the pavement surface.

NE UNION AVE.-NE 82ND AVE. SECTION
PROJECT NO. U-323(27)

cility:

Ave. to 37th Ave. -- Curbed section with six 12-foot urf. travel lanes with 8-foot shoulders and a 6-foot .

ve. to 42nd Ave. -- Curbed section with four 12-foot urf. travel lanes with 8-foot shoulders and a 6-foot .

ve. to 82nd Ave. -- Curbed section with four 12-foot surf. travel lanes with 10-foot shoulders and a 4-foot island median.

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ta:

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Westerly 1.86 miles -- six 12-foot nominal traffic l... with 6-foot nominal shoulders.

Easterly 2.93 miles -- six traffic lanes with the two inside lanes 12-foot nominal width and the four outside lanes 11-foot nominal width.

Construct intermittent paved turn-outs 12 to 15 feet wide, install signs and incidental work common to this type of project. Railroad protective service as required.

NOTE: The inside lanes next to the median barrier will be used for exclusive high-occupancy vehicle (HOV) use only for eastbound traffic between 39th Ave. and 82nd Ave. and for westbound traffic between Holladay St. ramp and 82nd Ave.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated March 25, 1975 and March 11, 1975, respectively.

FHPM 7-7-2 Requirements: Major action nonsignificant project. Final negative declaration concurred in by FHWA.

FHPM 7-7-5 Requirements:

(a) Public Hearing -- Corridor/Design held May 13, 1975.

(b) Location/Design Approval -- Request being submitted concurrently with this program.

NOTE:(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

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Not Wide Enough

To The Editor: Is no one going to blow the whistle on that irresponsible plan to force a bus lane onto the Banfield Freeway? The proposal is so unreasonable that widespread protest would seem to be in order. But few voices are heard. Apparently few people have stopped to consider just what will happen to the freeway if this plan goes ahead. The city and state are giving it no second thoughts — it has been announced that work will begin soon after July 4.

It is planned that the portion of the freeway east of 39th Avenue, now two lanes, will be realigned to three lanes by eliminating the shoulder and narrowing the lanes to 11 feet. The left lane will be for exclusive use of buses and cars with three or more passengers. All other traffic will be limited to the two right lanes.

This would be a dandy idea if there were room enough. But flatly, emphatically, obviously there is not enough room.

The present lanes, at 12 feet, are narrow by freeway standards. The legal width limit for vehicles without special permits is 8 feet. Mirrors, safety devices, and lights are allowed to project beyond that width.

It's a bit scary now to drive the freeway alongside a big truck or an auto towing a wide boat or trailer. It is a real test of driving skill to keep a boat trailer safely in the center of the lane.

It is going to be vastly worse if the lanes are narrowed one foot.

One can routinely obtain a permit to haul a trailer 10 feet wide. It is legal for a hauling firm to tow a mobile home 14 feet wide. It doesn't take much imagination to picture what such vehilces will mean on 11-foot lanes.

Narrowing of the lanes is bad enough; elimination of the shoulder is little short of insane. One can see several disabled cars on the shoulder during any rush hour. The Highway Division says short turnouts for disabled cars will be provided every 500 feet. That's nice. Who believes that cars necessarily are going to choose those spots to fail? With no shoulder, it will be a regular event for cars to stall in the traffic lane; traffic will back up for miles.

Problems will be created back on the I-5 beyond the intersection with the Banfield.

It's no real surprise to see such a harebrained scheme emanating from City Hall, where knee-jerk thinking about transit seems to be in fashion. (Buses are good; cars are bad. Therefore buses are better than cars in all locations and in all circumstances.)

But such nincompoopery is not usual in the Highway Division. The engineers there understand safety in highway construction. They have tape measures and know how to use them. Why are they cooperating? It's easy to begin to suspect their motives.

The Highway Division has shown little enthusiasm for spending road funds on mass transit. It is willing to give the Banfield proposal a try; if it doesn't work, it says, it can back away from it.

So, one suspects, at relatively small cost in construction the division sees a means to squelch support for mass transit on freeways.

Regardless of the motives and thinking involved, if this project is allowed to proceed, the cost in time and property lost will be high. But in the whole picture, that's minor.

A lot of people are going to die on the Banfield.

Robert T. Johnson
Corbett.

M-5025 (
75
AG
Pat

Office
hers and Mgrs.

es to see if CARPOOL
s foreseen with the
mpling by June 10th.

t there.
Retail Trade Bureau
rs. June 11 and 23.
of Personnel Manag

NOTED
R. L. SCHROEDER

OTHER ACTIVITIES OR COMMENTS:

Linda worked at home for 3 days, tying up loose ends on the Park & Ride Program. Her replacement should be hired soon.

RECEIVED
MAY 29 1975

3-1-1

80N

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OR 97310

May 21, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. G. Swenson
Specifications Engineer

SUBJECT: Pavement Markers
NE Union Avenue - 82nd Ave. Sec.
Banfield Freeway
Multnomah County

It is estimated that it will take 2,620 Type I Mono-directional crystal traffic markers and 13,100 Type II non-reflectorized white markers to mark all traffic lanes on the above named section. In the event that raised traffic markers are not installed between the high-occupancy lanes and the adjoining traffic lanes in each direction of traffic, the number of Type I markers will be 1,380 and Type II markers will be 6,900.

The estimated cost for each Type I marker is $2.25, and for Type II markers is $.90.

ELS:pb

cc: R. N. Bothman

1 Verstieg
A. Olsen
Terpin
Scott
2 Swenson
R. Olsen
Trout

RECEIVED
MAY 27 1975
ROAD DESIGN SECTION

3137

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Transfer of Federal-aid Funds
(Ltr, 4-11-75, Governor Straub to Sec of Trans)

DATE: May 20, 1975

In reply refer to: 1041AD/120.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Your request for transfer of fiscal year 1975 Urban System funds for use on Urban Extension projects was approved on May 12, 1975 by the Federal Highway Administrator in accordance with the provisions of 23 U.S.C., 104(d).

This action involves a transfer of $901,000 from FY 1975 Urban System funds to Urban Extension funds for the same year. The amount represents 13.48 percent of the original Urban System apportionment of $6,685,964 and 34.18 percent of the original Urban Extension apportionment of $2,636,154.

A signed copy of Governor Straub's request is attached for your files.

for G. L. Green

Attachment
Ltr (see subj)

5-27-75

RECEIVED
MAY 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 21 '75
REFER TO Hunter
FOR
Info | Inves | R-B | D-R | Sig | Act | File

D 0110

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

April 11, 1975

Secretary of Transportation
U. S. Department of Transportation
Washington, D.C. 20590

THROUGH: Glen L. Green, Oregon Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: High-Occupancy Bus-Car Pool Express
Facility, Banfield Freeway
Urban to Urban Extension Fund
CRAG-City of Portland

The Oregon State Highway Division, at the request of the Columbia Region Association of Governments, has initiated a proposal for the transfer of $901,000 from Oregon's Federal Aid Urban System funds to the Urban Extension fund to construct a project in the city of Portland. Existing Urban Extension funds are not adequate to construct this project which is identified as a high-priority project which will have a significant effect in reducing traffic congestion on the Banfield Freeway and will also serve as an important energy conservation measure. The estimated cost of the project is $1,600,000.

The requested transfer meets the requirements of Section 104(d) of Title 23, U.S.C., amended by Section III of the Federal Aid Highway Act of 1973. The proposed transfer will decrease the 1975 Fiscal Year Urban System funds from $6,685,964 to $5,784,964 (-13.48 percent), and increase the 1975 Fiscal Year Urban Extension funds from $2,636,154 to $3,537,154 (+34.18 percent). I believe the transfer is in the public interest and recommend your approval.

Approved: 5.12.75
Date

Sincerely,

Robert W. Straub
Governor

Robert T. Fiennes
Federal Highway Administrator

RWS:ss

cc: City of Portland

RECEIVED
APR

8241

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon State ~~Highway~~ Transportation Commission

AGENDA
MAY 30 1975
HC

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal Aid Urban System Project Requests**

Six requests for approval of Urban System projects will be presented for your consideration at the May 30 meeting.

The City of Corvallis is requesting a $265,000 project to four-lane a 0.4 mile segment of Seavy Avenue.

Two short street improvements totalling $110,000 are being requested by the City of Forest Grove.

The City of Portland is requesting two projects on North Columbia Boulevard. One is a $200,000 preliminary engineering project covering a 1.5-mile section. The other project is a $900,000 request to improve a 0.5-mile section of North Columbia Boulevard.

The sixth project request is for the development of exclusive high-occupancy vehicle lanes on the Banfield Freeway. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved the transfer.

Federal Urban System funds for these projects are estimated at $2,051,500, with the State providing approximately $416,250 in match funds and approximately $162,250 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Highway program. I recommend

your approval of these projects and request authority to sign project agreements for and on your behalf.

Atts.

bc: C. W. Head
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
Ed Hardt
Gary Sund
George M. Baldwin
R. L. Schroeder
H. S. Coulter
D. N. Harwell
R. N. Bothman
C. O. Fredrickson
Jack Graham

RU:scr srb

NOTED
C. W. HEAD

SUMMARY
Proposed Urban System Projects

Jurisdiction	Section	Total Cost	Federal Funds	State's Share
Corvallis	N. W. 9th St.-S. Pacific Railroad N. E. Seavy Ave., FAU 2110	$ 265,000	$ 206,700	$ 29,150
Forest Grove	Gales Creek Rd. at "E" St. FAU 5020	60,000	46,800	6,600
Forest Grove	Willamina Ave.-Main St. Connector, FAU 5055	50,000	39,000	5,500
Portland	West City Limits-N. Burr Ave. N. Columbia Blvd., FAU 0944	200,000	156,000	22,000
Portland	N. Oswego Ave.-N. Burr Ave. N. Columbia Blvd., FAU 0944	900,000	702,000	99,000
State	N. E. Union Ave.-N. E. 82nd Ave. Columbia River Hwy., FAP 45	1,155,000	901,000	254,000
	TOTAL NEW PROJECTS	$2,630,000	$2,051,500	$416,250

(Banfield freeway)
Develop exclusive high occupancy, bus - carpool express lanes on Banfield freeway)

75-f
5/14/75

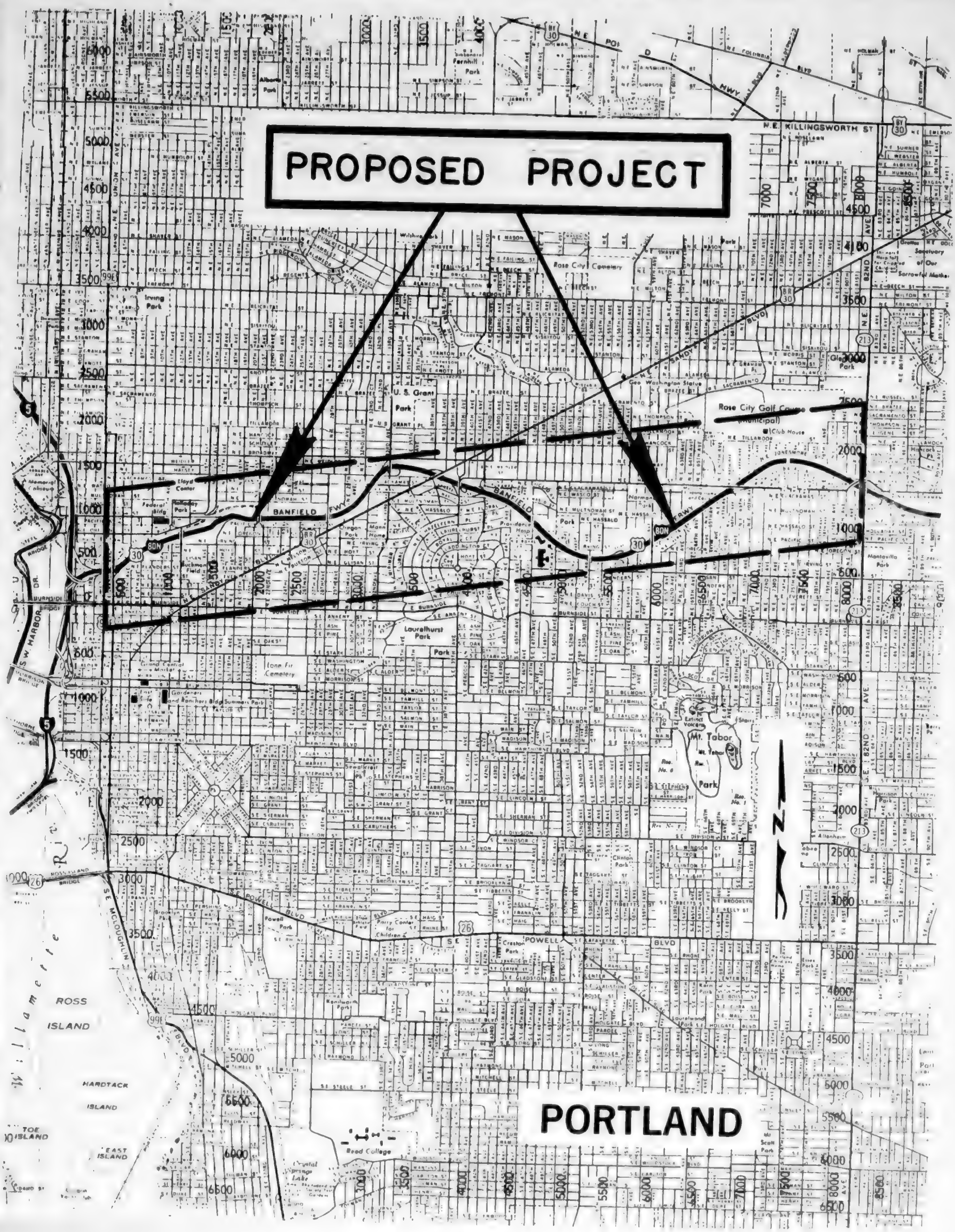
STATE HIGHWAY DIVISION
Proposed Urban Extension Project

N. E. Union Avenue-N. E. 82nd Avenue Section
Columbia River Highway (Banfield Freeway), FAP 45 (~~construct exclusive high occupancy~~)
Grade, pave and signs; $1,600,000

This project entails the development of exclusive high-occupancy, bus-carpool express lanes on the Banfield Freeway in East Portland.

$1,155,000 ($901,000 Federal) of the total project costs will be funded from CRAG's allocation of Urban System funds transferred to Urban Extension funds. The balance of the project costs will be funded with regular Urban Extension funds. State will provide all of the required matching funds.

75-f
5/14/75


PROPOSED PROJECT
PORTLAND
N.E. KILLINGSWORTH ST
Rose City Cemetery
Irving Park
U. S. Grant Park
Rose City Golf Course (Municipal)
Club House
Geo. Washington Statue
Lloyd Center
Federal Bldg.
Pioneer Park
BANFIELD FWY.
Laurelhurst Park
Park
Grand Central Motor
Gardeners and Ranchers Bldg.
Summers Park
Lone Fir Cemetery
Extinct Volcano
Mt. Tabor
Mt. Tabor Park
Res. No. 6
Res. No. 1
Clinton Park
Creston Park
Laurelwood Park
Mt. Scott Park
Montavilla Park
Glenhaven Park
Parry Center for Children
Powell Park
Kenilworth Park
Reed College
Crystal Springs Lake
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
Willamette R.
SW HARBOR DR.
SE McLOUGHLIN BLVD
SE POWELL BLVD
NE SANDY BLVD
NE 82ND AVE.
SE 82ND AVE.
N

8359

R

PRO 6-2

May 19, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-5-6(18)301

We hereby request your approval of a minor program change on the subject project to include in the character of Proposed Work the investigative phase of preliminary engineering to determine the possibility of adding two additional high occupancy/bus lanes to the present facility from the Columbia River to Broadway Street. The estimated cost to perform this study is $20,000 and no increase in total cost or federal funds for the project as programed and under project agreement is anticipated at this time for this additional work.

CL:js

6059

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon Transportation Commission

DATE May 8, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Construction Speed Zoning**

It is anticipated that a contract will be let shortly for the high-occupancy vehicle lanes project on the Banfield Freeway. This construction project will be from N.E. Union Avenue to a point 0.26 mile east of N.E. 82nd Avenue on the Columbia River Highway in the city of Portland.

The existing posted speed is 55 MPH and, in order to provide for the safety of motorists and construction workers, a lower speed is required. Therefore it is recommended that the following temporary speed zoning be adopted on the Columbia River Highway:

45 MPH from N.E. Union Avenue (M.P. 0.46) to a point 0.26 mile east of N.E. 82nd Avenue (M.P. 5.27). This speed zoning is to be in effect only on those sections where signs are in place and only for the duration of the construction project.

This matter will be on the agenda for your consideration at the May 30 Commission meeting.

bc: C. W. Head
A. E. Johnson
L. E. George
E. L. Hardt
Gary Sund
R. N. Bothman
George M. Baldwin
R. L. Schroeder
Don Harwell
Jack Graham
J. H. Versteeg

DKH/WB:cr srb

8359

R

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

May 7, 1975

D 9016 - 32 - 16

Mr. J. E. Chidsey, P. E.
Railroad Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Confirming conversation between you and Mr. Orr in the Division Engineer's Office, we have approved the concept of the safety project between N. E. Union Avenue and N. E. 82nd Avenue on the Banfield Freeway and will begin preparation of the agreement immediately. We anticipate that we will have the agreement in your hands shortly after May 23.

Yours truly,

L. A. Kirkeby
Superintendent

xc: E. S. Hunter
L. W. Peterson
J. B. Boyd
R. N. Bothwell

RECEIVED
MAY 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

ROW 18-280N

bc: J. H. Versteeg
J. L. Sollis
J. B. Boyd
R. N. Bothman

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 5, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Revised Encroachment Map
NE Union Ave.-NE 82nd Ave. Sec.
Columbia River Highway
Multnomah County
R/W File: 48532

Dear Sir:

Enclosed are four copies of the revised encroachment map on the N.E. Union Ave.-N.E. 82nd Ave. Section of the Columbia River Highway in Multnomah County. This encroachment pam has been revised to indicate the additional easement necessary opposite Railroad Station 108 to be a permanent easement as opposed to a temporary easement as shown on the initial encroachment map.

The distances from the UPRR centerline to the Railroad right of way lines have been revised on the necessary proposed easements in the vicinity of Railroad Stations 231 and 258.

The right of way description for the new parcel No. 2 will be forwarded to you as soon as it is prepared.

As further information is developed on this project it will be forwarded to you for your use.

REFERRED TO

Board 2 Reed
Cole Sample
Eriksen 1 Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

A. Olsen
Spin 1
Scott
Swenson
R. Olson
Trout

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MAY - 6 1975
ROAD DESIGN SECTION

Bring Up
Other

Form 81-734-3123

8259

SALEM, OREGON
May 5. 1975

R. T. Ewen
Action Planner

MEMO TO THE FILES

Action Plan Review
Technical Advisory Committee Project-
Banfield High-Occupancy Vehicle Lanes

On Thursday, May 1, I visited a meeting with the Technical Advisory Committee formed by the Metro office for the above listed project. Max Klotz, Metro Planning Engineer, acted as moderator or chairman for the meeting. He presented the subject matter and kept the meeting moving in good fashion.

There were a total of thirteen committee members present representing City of Portland, DEQ, OSHD, FHWA, Tri-Met, O-DOT Mass Transit Division, Oregon State Police, Hollywood Boosters. There were also five observers interested in the project and the committee action: William Kappas and E. J. Valach of FHWA, Bob Bothman and Bob Ewen of OSHD, and Nancy Stevens, representing DART.

My interest was directed towards the operation of the committee and the resulting decisions or areas of interest of the various parties. I found that the committee inter-related very well, discussing both construction and safety matters, along with cooperative efforts of the City of Portland, DEQ, State Police and Tri-Met. Copies of preliminary construction plans were made available to the committee for review and study and the interest and comments presented were very constructive in nature.

It appears that this committee will bring about a cooperative effort from many entities, and that the represented construction plans will be well understood and answer most of the community concerns.

Particular credit should be given to Max Klotz, moderator for this committee, for presenting the subject matter and monitoring the committee so that effective results are being obtained.

RTE:ljt

cc: Max Klotz, Metro

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • [illegible]

[illegible] 11, 19[illegible]

SALE

Mr. [illegible]
Division Engineer
Federal Highway Administration
[illegible]
Salem, Oregon [illegible]

Dear Mr. [illegible]:

[illegible]

The [illegible] provides that the [illegible] of [illegible] [illegible] [illegible]

File Brs. Nos. 7913A, 16211,
8194A, 7253C and 16212

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 30, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

NE Union Ave.-NE 82nd Ave. Section
Columbia River Hwy.-Multnomah Co. (Br. 7913A)
Ross Island Br.-SW Bancroft St. Section
Oswego Hwy.-Mult. Co. (Br. 16211)
Region I Area Safety Projects
6 Highways - 4 Counties (Br. 8194A)
Salem, Hubbard Area Safety Projects
4 Highways - Polk & Marion Cos.
(Brs. Nos. 7253C and 16212)

The subject projects include the installation of impact attenuators. Different types of attenuators have been selected for the various locations as outlined below.

Type	Project & Location
"Hi-Dro Cushion"	NE Union Ave.-NE 82nd Ave. Section at 42nd Ave. Off-Ramp.
"Hi-Dro Cushion"	Ross Island Br.-SW Bancroft St. Section at Oswego Hwy. Off-Ramp Gore Point.
"Hi-Dro Cushion"	Region I Area Safety Projects at Porter St. Br. Gore Point.

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1975
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ASSISTANT STATE HIGHWAY ENGINEER

"Hi-Dri Cushion"	Salem, Hubbard Area Safety Projects at Marion St. Br. Gore Point.
"Fitch Inertial Barriers"	Salem, Hubbard Area Safety Projects at Hayesville Interchange Gore Points

The "Hi-Dro Cushion" units for three locations were selected for the following reasons:

1. Uniformity. Maintenance people are familiar with these units and stocking of repair parts is simplified.
2. Space limitations require narrow units.
3. Performance evaluation of these units has been excellent.
4. There is very little collision debris to create a hazard to traffic.

The "Hi-Dri Cushion" unit was selected for the Marion Street Bridge gore point for the following reasons:

1. We would like to gain experience with this unit in order to determine its merit for future use.
2. Space limitations require a narrow unit.

The "Fitch Inertial Barriers" were selected for the Hayesville Interchange location for the following reasons:

1. Permanent backwalls and anchorages are not required with this installation. There are plans to realign the interchange ramps in the future.
2. Region II maintenance personnel are familiar with this type of installation and stock spare parts.

This information is being supplied to you as required by FHWA federal-aid regulations.

Please review this request and give us your approved and/or comments. The projects are scheduled for early bid letting dates.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

L. L. Wallace
Bridge Design Engineer

LLW/ag
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1975

In reply refer to: 1041EC.2

SUBJECT: Selection of a Specific Type of Impact Attenuator
(Projects and Locations Listed Below)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wallace's April 30 letter and for the reasons stated therein I have determined it to be in the public interest to require the specific type of Impact Attenuator at the particular installation site.

G. L. Green

NOTED
E. S. HUNT

Projects and Locations

Oregon Project U-323(-)
NE. Union Ave.-NE. 82nd Ave. Section

Oregon Project U-49(6)
Ross Island Bridge-SW. Bancroft St. Sec.

Oregon Project ROS-000S(5)
Region I Area Safety Projects

Oregon Project ROS-000S(6)
Salem, Hubbard Area Safety Projects

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STATE HWY ENGR
MAY 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc:
OSHD (Bridge)

NOTED
L. L. JOHNS

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MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8357

R

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

April 29, 1975

P. O. BOX 8979
PORTLAND, OREGON 97208

File Reference:
D 9016 - 32 - 16

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Please refer to your letter of March 31 concerning the proposed encroachments between the N.E. Union Avenue and N.E. 82nd Avenue section on the Banfield Freeway. We are returning one copy of your print marked up with the correct location of the right-of-way line at the most easterly construction area, in the vicinity of 230+00 to 233+00 and 258+00 to 260+00. Other than this change, we have no objections to your drawing.

The proposed agreement will be different from what you requested. The most westerly easement should be permanent rather than temporary. If it ever becomes necessary for us to build a track in the area, it will require a retaining wall in order for us to maintain the track and off-track roadway. While we have not resolved the question of whether we will prepare a supplemental agreement or a completely new document for this project, we will include provisions for the State to construct a retaining wall if it becomes necessary.

According to the information shown on your drawing, a portion of the emergency turn-out will be on the right-of-way that we originally secured from the State. We will cover this in the agreement as well.

There are no objections to temporary easements in the other area and we will include these in the agreement.

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MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Yours truly,

L. A. Kirkeby

L. A. Kirkeby

NOTED
J. E. CHIDSEY

cc: E. S. Hunter
J. H. Veisburg
J. O. Bard
J. L. Sellis
R. N. Bellman

encs.

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

April 23, 1975

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: BANFIELD HIGH OCCUPANCY VEHICLE LANES

TO: MEMO TO THE FILE

NOTED
E. R. KLOOS

A technical advisory committee has been formed to assist in the identifying of problems and the developing of solutions in conjunction with the subject project.

It is our intent that this committee serve throughout the planning, constructing, implementing and monitoring of the HOV lane project. The committee members are charged with two tasks. Individually they serve as a direct connection between the Highway Division and their own group or organization. These connections allow suggestions to flow freely back and forth between organizations. Collectively, the committee serves as an advisory board to the Highway Division making suggestions to assist in the operation of the project. The organizations represented and the committee members are: The City of Portland, Doug Wright; Multnomah County, George Palmer; DEQ, Carl Simons: Tri-Met, Jack Wood (Bill Allen, alternate); Oregon State Police, Lt. J.R. Phillips, (Lt. L.W. Brockway, alternate); Inner S.E. Neighborhood Coalition, Chuck Liebert; Hollywood Boosters, Carl Majer; Hollywood Kiwanis, Thomas Sears; Oregon State Highway Division, Max Klotz.

The first meeting of the technical advisory committee was held on April 3. This was primarily an orientation and get-acquainted meeting. We discussed the purposes of the project, what we're trying to accomplish, and what we have in mind at this time. The role of the committee and the committee members was also identified. A copy of the minutes of this meeting and list of those attending is attached.

A second meeting of the advisory committee was held on April 17th. At this meeting we reviewed the project negative declaration. The need for a good public relations program and a proposed monitoring program, Carl Simons of DEQ gave Gary Waltenbaugh and and I a copy of DEQ's recommended guidelines for an ambient air sampling program to evaluate the air quality impact of the proposed project. Bill Allen of Tri-Met said that they would make a study on the carpool program to try to determine the number of carpoolers in the Banfield corridor. It was also suggested that perhaps we could utilize some of the information the City of Portland traffic division gets monthly on their parking lot study. I handed out copies of the paper prepared by J.J. Baker, associate professor Department of Civil Engineering, University of Alberta, which deals with priority treatment for public transit. One of the main conclusions in Baker's paper is the need for better base data prior to the implementation

of a project. Vern Butzer gave a report of stand-by tow trucks. He has contacted several tow truck agencies in the City to get their ideas on the operation of stand-by tow service. The response he received varied from "we don't have time" to "just give us a chance." The technical advisory committee requested that we gather some additional information, particularly what type of contract does the City of Portland have with tow companies concerning the operation of the tow-away zones and what type of agreement does the City of Seattle or the State of Washington have with tow companies for their stand-by tow service on the Seattle Floating Bridge. Vern Butzer will arrange to get this information and have it for our next committee meeting on May 1st.

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STATE HWY ENGR
APR 28 '75
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FOR
Info | Inves | R/D | D R | Sign | Act | File

pq

Attachments

cc George Baldwin
Fred Klaboe
H. S. Coulter
R. L. Schroeder
Cliff Christianson
J.H. Versteeg
Gary Sund
Gary Potter
Bob Ewen

BANFIELD HIGH OCCUPANCY VEHICLE LANES PROJECT

Technical Advisory Committee

Minutes of meeting

4/3/75 2:00 p.m.

Members of this committee are:

MAX J. KLOTZ, Chairman, Oregon State Highway Division
JACK WOOD, Tri-Met
CARL SIMONS, Department of Environmental Quality
CARL MAIER, Hollywood Boosters
LT. J. R. PHILLIPS, Oregon State Police
CHUCK LIEBERT, Inner Southeast Neighborhood Coalition
DOUG WRIGHT, City of Portland
THOMAS M. SEARS, Hollywood Kiwanis
George Palmer, Multnomah Co.

This informal meeting began, called to order by Chairman Max Klotz, who explained its purpose; that being to develop a solution to the traffic problem that exists on the Banfield Freeway.

"We are asking this committee to assist us in solving the problem; how can more traffic be handled during peak traffic flow hours ? You represent involved groups who should assist in planning or structuring and then monitoring the project we wind up with. You will be the direct connection between the Highway Division and your organization..This two-way communication will allow suggestions to flow freely into the committee meetings to be reviewed.

I would like to introduce the State Highway people present, and then have you introduce yourself to the rest of the committee and all present. I'm Max Klotz, Metro Planning Engineer. We will provide a copy of the minutes of each meeting to the members of the committee.

Dennis Peterson is our Metro Traffic Engineer. He will assist with the traffic data.

Wally Hibbard and Gary Waltnbaugh are our environmentalists. They are preparing a draft negative declaration for the Federal Aide Urban Project.

Those in attendance introduced themselves as follows:

Max Klotz, Metro Planning Engineer, Oregon State Highway Division
Wally Hibbard, Metro Environmental Planner, OSHD
Gary Waltenbaugh, Environmentalist, Salem OSHD
Cliff Christianson, Federal Highway Administration
Ken Limbocker, Metro Design Engineer, OSHD
Don Billings, Design Section Metro, OSHD
Bob Bothman, Metro Engineer, OSHD
Vern Butzer, Public Information Officer, OSHD
Bill McConnell, Engineering, OSHD

Wayne Schulte, OSHD projectionist
Lt. Jim Phillips, Oregon State Police, Multnomah Station
Lt. Brockway, " " " Milwaukie Station
Carl Maier, Hollywood Boosters
Jack Wood, Tri-Met
Bill Allen, Tri-Met
Carl Simons, Department Environmental Quality
Doug Wright, City of Portland, Bureau of Planning
Chuck Liebert of CH2M-Hill representing the Inner Southeast Neighborhood Coalitio
Thomas M. Sears, Hollywood Kiwanis

The preponderance of Highway people here are here to give information, not to take over the committee.

We are now going to show you a movie by the Federal Highway Administration addressing bus use on freeways, entitled "Goin' Into Town, Feelin' Fine".

(movie shown here)

The movie mentioned the "name of the game" is transitway or highway, and the purpose is to move people. There are not enough Tri-Met buses available at the present time to make exclusive lanes for buses alone on the Banfield. The plan at this time is to make the transit lane serve buses and car pool vehicles, that is, vehicles with three or more persons in them.

I will point out on the strip map of the Banfield on the wall, what we are considering. Starting west, heading towards town, when you get to about 82nd and Halsey area, we plan to utilize concrete GM rail to move traffic over to develop one more full lane. As part of the project, we would overlay the highway from curb to curb, with no shoulder areas. In their stead, the plan is for turnouts every 2000'. From 82nd into town past Holladay Street exit, and then drop the express lane before we get into a shuffle for the Union Avenue/I-5 split.

Eastbound, we plan to start the exclusive lane at about 47th and run to just past 82nd Avenue where we would go back to the existing configuration. Also shown on the map are the turnouts for emergency vehicles.

The highway surface is not badly rutted and gives vehicles a "throw". When it's raining, you are driving in twin rivers of water. We can plane, level, feather off the troughts. Once we have a good configuration, we will overlay this with 1" of AC and 1" of "E" mix, which is porus enough to allow water to drain through. Also it is textured and gives good tire grip, but it is quiet.

Lt. Phillips: "What are you going to do with the disabled vehicles?"

Max Klotz: "We are looking for answers to this problem. We could have floating tow cars, or station them at overpasses."

Question: "How are you going to get buses off at Lloyd Center exit ?"

Answer: They will have to work their way over.

Question: What is going to be your description of multi-occupancy vehicles?

Answer: Three or more persons to a vehicle.

Question: Why is the lane not contra-flow ?

Answer: We are looking at this, but we feel for a start we would not go into that. It costs quite a bit.

Bothman: We are speaking of 11' lanes, and when you have opposing traffic as in a contra-flow, with no width to install guardrail, you have an extremely dangerous closeness.

Lt. Phillips: Will you have to move the curbs back ?

Klotz: Where we develop turnouts, and at bridge structures for GM rail installation.

Question: Did you study the Mercer Island plan in Seattle? The floating bridge is four lanes, but by moving barricades, they have three lanes in in the a.m., and three lanes out in the p.m.

Answer: We are confined by widths, structure piers in the center.

Question: Have you seen the Seattle plan where they have two red striped lanes with barricades set up manually, electrically operated to reverse traffic ? It is very effective, what they used were large red and green lights.

Hibbard: A contra-flow lane was considered and will be investigated. We hope to come up with what is most feasible.

Question: What is your proposed time schedule ?

Answer: To let the contract this June, construction after July 4th, advertising in May. The timing is tight.

Question: What is the speed now in peak hours ?

Answer: Normally, 20 mph.

Question: Is there an example you could give us on reducing lane widths ?

Answer: Yes, on the Marquam we narrowed the lanes on the eastside, top deck, eastbound traffic, to 10 1/2'and 11', to get an additional lane. It slowed traffic down a bit but in the long run it improved the accident factor to less than half.

Question: How big are the turnouts ?

Answer: They are 15' wide, 75' long, with a 75' tapers in and out.

Question: How about the problem of keeping regular cars out of the lane.

Dirker: The plans include law enforcement.

Lt. Phillips: If the left lane became a multi-vehicle occupancy lane, would that be for twenty-four hours a day ?

Answer: Yes

(coffee break)

Klotz: We talked about the scheduling of the project. Out Draft Negative Declaration should be released on April 10. We will hold a public hearing on May 13. Those who represent government organizations, I would appreciate it if you would check with your people to see if there is any problem with the hearing date.

Hibbard: We will send you a copy when it comes out in draft form.

Klotz: I will contact the City of Portland and Multnomah County about the date. I have mentioned this is a demonstration project. We do not know if it is going to work. We can put it back the way it was and leave the overlay and GM rail, which we need anyway. We will be constantly monitoring to see if it is working; if not, we can alter as we go along. We can consider cutting off ramps, putting in contra-flow lanes, lowering the speed limits, etc. I am looking to this committee to recommend solutions to make it work better. Our monitoring system is to help see if we are cutting down time to more cars, flow of traffic to cut pollution. Wally Hibbard is writing down notes of things to be monitored.

Hibbard: I would like to read a couple of paragrapsh of the negative declaration that are being re-written:

(See page 8 and 9 OPERATIONAL ALTERNATIVES of Draft Negative Declaration.)

We are monitoring, using overpasses. For speed monitoring we use floating cars. We also count vehicle occupancy, conducted two days a month. We have a recorder at 21st. We will set up counters at Broadway, Weidler, Sandy and Burnside. These arterials will catch the traffic if they leave the freeway for city streets.

Simons: Keep in mind it is a rush hour, and sophisticated monitoring includes monitoring bus ridership during peak hour. Tri-Met will buty 10 buses to use on the way into town. Is there a way to monitor car pool participation.

Dirker: We have done it in small grids, determining origin and destination on city streets.

Hibbard: We can watch car pool figures for match.

Bothman: A public relatins program of some type is necessary. It will take a selling job to get people out of cars and into buses.

Hibbard: The draft negative declaration speaks to the public relations campaign. It is a new idea, a "once tried" concept. To make it work we are going to have to get it to the people. Car pool is geared to the PR campaign.

Meier: Are you monitoring in the Hollywood District ?

Hibbard: Not at this time. Traffic monitoring will begin in May or June. We will look into monitoring in Hollywood.

Meier: There is no exit from Water Avenue to 33rd, eastbound, and no egress between 57th and 37th westbound. There aren't enough ramps to get onto the freeway at 82nd.

Bothman: We reached capacity in 1967. We have only spread the peak hour longer since then and forced traffic onto Sandy. In peak hours people are using Sandy Boulevard. If we could get car pools going, the reduction will be felt on Sandy and the Banfield. Cars will take the easier way.

Hibbard: We are monitoring to see if we are successful in getting people into buses and car pools.

Bothman: This is an interim plan that will lead to a transportation plan, where much of the Banfield would be rebuilt for about $250,000,000. Here we are looking at $1,500,000. This does not preclude another plan.

Hibbard: The purpose of this project is to relieve traffic congestion within the Banfield Corridor and provide a facility that allows for flexibility in operation, that will aid in the development of a suitable long-term solution through:

1. Increasing "people carrying capacity" within the corridor by providing incentives for increased bus and carpool use, by developing additional travel lanes to be used exclusively by high occupancy vehicles.
2. Providing a safe transportation facility by improving the roadway surface.

Question: As long as this is an advisory committee, can Tri-Met tell me where the initial pickup points will be ?

Allen: Three places: Fremont express access at 102nd from Parkrose, Gresham and Troutdale, all exiting at Holladay to the Lloyd center. There is also the Halsey from Mall 205 via the Banfield into town. We will have 100 new buses in the spring. We now have 22 buses on the Banfield at 100% capacity during peak hour. 12 now exit at Holladay, 10 go into town, and the 10 new buses will be added that will go into town.

Hibbard: If traffic is relieved, and Tri-Met puts on buses, the traffic should flow smoothly.

Sears: How about the bus merge problem ? They can't stay in the express lane until the last mile, they'll start merging miles back.

Hibbard: If traffic is relieved, the buses will stay in the express lanes longer.

Simons: We are now experiencing violations in the downtown area of air quality. We are proposing an air monitoring on a continuous basis. In addition we will set up extra equipment adjacent to the right-of-way and recommend additional sites be set up parallel to the Banfield. We hope this will be a key element in reduction of ambient air levels and hope it will have a major impact.

Hibbard: The Highway Division has a facility to monitor air quality, whereby air bags sample for carbon dioxide. Carl Simons and I will be having discussions about monitoring systems.

Bothman: This is our first meeting. I know next time all of you will have more ideas.

Lt.Phillips: Will this eliminate 35,000 cars ?

Klotz: Not that many at first. Perhaps a few less, but any improvement in traffic flow will have a consequent effect on air quality, which will be a success.

Lt. Brockway: How can we get in there in case of an accident ?

Hibbard: You can use the bus lanes, if moving.

Question: Will people stay out of those lanes.

Bothman: They will comply if we have good PR.

Max Klotz passed around the location prospectus. He showed a flow chart showing Tuesday and Thursday as having the worst peak flow for speed and hours.

The next meeting was set for April 17th at 2:00 p.m. in the Highway Division Metro conference room.

The meeting adjourned at 4:00 p.m.

ebg

DATE: April 21, 1975

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: High Occupancy Bus-Car Pool Express Facility
Banfield Freeway
Urban to Urban Extension Funds
CRAG - City of Portland

By letter of April 11, 1975, the Governor of Oregon requested the Secretary of Transportation to transfer $901,000 from Oregon's Federal Aid Urban System funds to Oregon's Urban Extension funds. This letter will serve to confirm that this transfer has the approval of and is at the request of the Oregon State Highway Division. Further documentation consisting of a letter from me to the Governor dated April 10, 1975, a letter to the Columbia Region Association of Governments from Neil Goldschmidt, Mayor of Portland, dated March 20, 1975, and a letter to the Oregon Department of Transportation from the Columbia Region Association of Governments dated April 21, 1975, is attached for your information. This transfer of funds includes Urban System funds attributable to the Portland urbanized area.

We would appreciate expeditious approval of this housekeeping matter so that we can proceed to implement this project.

Atts.

bc: A. E. Johnson
E. S. Hunter
L. W. Rullen
V. E. Skoog

DES:srb

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 10, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

Re: High-Occupancy Bus-Car Pool Express Facility
Banfield Freeway, Urban to Urban Extension
and CRAG-City of Portland

The Columbia Region Association of Governments has requested our consideration of a transfer of Federal Aid Urban System funds to the Urban Extension fund program. The transfer of funds is necessary in order to construct this project in Portland. Oregon's allocation of Urban Extension funds is limited to approximately $2.5 million a year. This project is estimated to cost in the neighborhood of $1,600,000. Our Urban Extension funds are presently committed to other projects. The City of Portland and CRAG have over $11 million in Urban System funds at their disposal. This high-priority project will have an effect in reducing excess traffic loading on the Banfield Freeway and also will serve as an energy conservation measure.

The requested transfer of funds is covered by Section 104(d) of Title 23, U.S.C., as amended by Section III of the Federal Aid Highway Act of 1973. The procedure for implementing the transfer requires initiation by the Highway Division and approval by the Governor and the Secretary of Transportation, as "being in the public interest."

We have reviewed the request and, due to the high priority placed on this type of project, recommend that the transfer of funds be approved. A proposed letter to the Secretary of

Transportation is enclosed for your consideration. Federal regulations require that the request to the Secretary of Transportation be forwarded through the Federal Highway Administration.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Neil Goldschmidt
Richard Etherington, CRAG

bc: FHWA
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien

DES:dgk srb

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
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MULTNOMAH COUNTY
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- Gresham
- Maywood Park
- Portland
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- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Camas
- Vancouver

Columbia City
Cappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

April 2, 1975

Mr. George Baldwin, Director
Oregon Dept. of Transportation
Highway Building
Salem, OR 97310

Dear George:

The State Highway Division project to provide HOV lanes on the Banfield freeway has been approved by the CRAG Board of Directors as an Urban System project, after suitable review and approval by the Transportation Committee. That Board action is reflected in CRAG resolution BD750304 a copy of which has been sent to you. The CRAG Board has also approved the A-95 review of that project as an Urban Extension project.

Enclosed is a letter from Mayor Goldschmidt dated March 20, in which he requests the transfer of adequate Urban System funds to this Urban Extension project. Since the project has received Board approval, the transfer can now be accomplished.

Please let me know if any further action is required on our part to assist in the implementation of this project.

Sincerely,

Richard Etherington
Transportation Director

kt
enclosure
cc: Mayor Neil Goldschmidt

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR 97204
503 248-4120

March 20, 1975

Larry Rice, Executive Director
Columbia Region Association of Governments
527 S.W. Hall Street
University Center Building
Portland, OR 97201

Dear Mr. Rice:

As you know, the Oregon State Highway Division has proposed a High Occupancy Vehicle project on the Banfield Expressway. The project request is currently being evaluated through the CRAG Transportation Technical Advisory Committee, and the City of Portland formally concurred with the project proposal on March 19, 1975.

As presently proposed, the Banfield HOV project is estimated to require approximately $901,000 in federal funds. This amount represents 78% of the total project cost, with the remaining $22% ($254,000) being funded in entirety by the O.S.H.D.

Since the Banfield is designated as an Urban Extension highway, the proposed federal funding must be derived from federal Urban Extension funds. However, as those funds are severely limited within the state, it is necessary to implement a transfer of Federal Aid Urban System funds to the Urban Extension category, in accordance with U.S.C. Title 23; Section 104(c) and 104(d).

Therefore, pursuant to this transfer purpose, I hereby request on behalf of the City of Portland that the Columbia Region Association of Governments take steps necessary to request of the U.S. Secretary of Transportation, through the Governor of the State of Oregon, that federal funds required for the Banfield HOV project be transferred from Federal Aid Urban to Urban Extension.

Your assistance in this matter is appreciated.

Sincerely,

Neil Goldschmidt

NG:dwr

7209

R

SALEM, OREGON
April 17, 1975

L. W. Rulien
Project Management Engineer

R. N. Bothman
Metro Engineer

Banfield High-Occupancy
Vehicle Demonstration Project

We have Tri-Met's project request dated March 11, 1975 concerning the acquisition of 10 used diesel transit buses for the Banfield High-Occupancy Vehicle Demonstration Project. In order to program this project with the Federal Highway Administration we need some additional data from Tri-Met. We need to know the specifications which Tri-Met will use for the used buses including such items as engine size, type of transmission, passenger capacity, age of the vehicles, etc. We will also need to have adequately detailed description of the kind of renovation which Tri-Met is proposing for the vehicles.

Tri-Met should also review the UMTA requirements for the capital or technical studies grant and provide adequate information as outlined in my letter of April 1, 1975 for the processing of an application.

When we receive this information we will complete our programing activities and forward the application to the Federal Highway Administration for their concurrence.

DES:ljt

cc: E. S. Hunter
R. L. Schroeder
Denny Moore
Ted Spence
County/City Unit
D. E. Swan

April 16, 1975

Captain John C. Williams
Traffic Division
Oregon State Police
Public Service Building
Salem, OR 97310

Dear Captain Williams:

I am forwarding Lieutenant Phillips' report concerning the Banfield Freeway to R. N. Bothman, Metropolitan Engineer. Lieutenant Phillips has effectively described the possible difficulties in his report and his concerns will certainly be considered in the final design.

If possible, it would be appropriate that he continue to attend the Banfield Technical Advisory Committee meetings.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Enc.
bc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
R. N. Bothman

ESH:js dpy

DEPARTMENT OF STATE POLICE

GENERAL HEADQUARTERS

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

April 11, 1975

RECEIVED
STATE HWY ENGR
APR 14 '75
REFER TO
Hunter
FOR
Hab | Inves | R/D | Dir | Sign | Att

NOTED
L. L. JOHNS

Mr. Fred B. Klaboe
State Highway Engineer
Department of Transportation
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

The attached report prepared by Lieutenant James R. Phillips is self-explanatory.

We know your engineers have considered all of the possible hazards, however, the Lieutenant's views appear worthy of consideration.

Sincerely,

Holly V. Holcomb, Superintendent

By John C. Williams

John C. Williams, Captain
Traffic Division

km
Enclosure
cc: Captain W. C. Flippo
: Lt. James R. Phillips

RECEIVED
APR 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 3a—30M

TIME 1:00PM

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

Place Multnomah

County Multnomah

Subject INFORMATION-HIGHWAY CONSTRUCTION

April 4 19 75

I-80N (Banfield Freeway)

Lieutenant Brockway and writer attended a meeting on April 3, 1975 at the Metropolitan Office of the Oregon State Highway Department at the invitation of Mr. Max Klotz, District Highway Engineer.

The meeting was called for the purpose of discussing and receiving input into the proposed demonstration of a multi-passenger vehicle lane on the Banfield Freeway both eastbound and westbound. The construction necessary to provide this lane consists of removing the present guardrail and replacing it with the cement G. M. Rail, like that which is in existence on I-5; narrowing the lanes to eleven (11) feet and utilizing the shoulder area both inside and outside of the present lanes. The additional lane will cover that area between 102nd Avenue overpass and Holladay Exit westbound and from 39th Avenue to Gateway Exit eastbound. The construction also includes pull out areas to the right approximately every 2000 feet for the utilization of enforcement or disabled vehicles.

The construction necessary for the multi-passenger vehicle lane calls for repaving 80N and will be federally funded at approximately 1.5 million dollars for the entire project.

Representatives from Tri-Met Bus Lines were present and apparently have made application for federal funds to provide ten (10) used buses to begin this program when the construction is complete. Tri-Met advised that at present they have twenty-two (22) buses that use the freeway of which sixteen or eighteen exit at the Holladay Exit westbound and proceed to Lloyd Center. This proposed bus lane will be the inside lane both directions and especially westbound is in writer's opinion going to create havoc with the traffic in the two lanes to the right of the bus lane. The buses will have to cross two full lanes of traffic to exit at Holladay and will be required to begin this Maneuver at or near the Sandy on ramp to 80N westbound. Other traffic will be prohibited in using the multi-passenger vehicle lane by the posting of regulatory signs.

We now come to the accident and disabled vehicle situation. Bearing in mind that there will be no shoulders on this stretch of highway, it will prevent the police officer from reaching these particular scenes to clear the highway and keep traffic moving in an orderly manner not to mention the fact that it will be necessary to take time to investigate the accident involving injuries or considerable damage to property.

Form 3a—30M

TIME .....

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

Place ..... Multnomah .....

County ..... Multnomah .....

Subject I-80N, HIGHWAY CONSTRUCTION

..... April 4 1975

There is no question in the writer's mind that we can still accomplish our objectives if this project is deemed successful by the engineers, but it is definitely going to be a tremendous stumbling block in our path and Headquarters should be made aware of this fact.

The highway department personnel also have considerable doubts that this multi-passenger vehicle lane will be a successful operation and so stated. If it is not successful, they stated that 80N can always be returned to the present state and they will have accomplished replacing the center divider and repaving the surface which is very much in need.

The next meeting of the Banfield Technical Advisory Committee will be April 17, 1975 at 2:00PM in the conference room of the Metropolitan Highway Department building at 57th and Glisan.

James R. Phillips

308-19, James R. Phillips, 2nd Lt.

LJB

April 16, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Oregon U-323(-)
Banfield HOV Project

In your April 10 letter you expressed some concern over the effect on traffic safety that the proposed additional high occupancy vehicle lanes on the Banfield might cause. In addition, you suggested there may need to be a working agreement provided with the police and emergency service organizations to provide a quick response to some type of continuous surveillance and communication system.

Although I feel this is probably not as great a problem as you expressed, we will take this into consideration as the project is developed. At this time I do not see the need for a constant surveillance and communication system; however, there may be need for some type of working agreement with the police and tow truck agencies for coverage during peak hours.

Mr. Bothman is developing the project and will be investigating this aspect. Please have your people work closely with him.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
L. W. Rulien
R. N. Bothman (w/att.)

ESH:js srb

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
APR 14 '75
Hunter
FOR

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon U-323(-)
Banfield HOV Project

DATE: April 10, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

...TE:
... JOHN...

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The proposal to restripe the Banfield for additional lanes (HOV) has been the subject of several discussions between your staff and ours who are involved in the Metro area. As you know, we are in favor of implementing a short-range improvement in the Banfield corridor to increase the efficiency of the existing system. Our greatest concern is that of public safety resulting from narrow lanes, no shoulders, constriction on already poor acceleration and deceleration areas at ramps, complication of signing, roadside obstacles, etc. These adverse features are mitigated, in part, by concrete median barriers and shoulder barriers, improved roadway surface, free draining friction course and other incidental safety features.

The matter of some type of time responsive surveillance system has been discussed with your people and is perhaps the key to successful operation of the proposal. Some type of constant surveillance with standby towing service and quick response emergency controls could effectively minimize the severity and frequency of accidents and/or delays. The probability that such a system could be developed has certainly influenced FHWA actions to date. This will undoubtedly be one of the major items discussed by the local Technical Advisory Committee.

It is our opinion that some working agreement will be necessary with the police agencies and emergency service organizations to provide a quick response to some type of continuous surveillance and communications system. We will be glad to work with you in addressing this, and other issues, as project development continues. We would also be interested in reviewing input or suggestions from police and emergency organizations as well as data produced by the Technical Advisory Committee.

RECEIVED
APR 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1DK

for G. L. Green

8259

K

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

April 16, 1975

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

The Oregon Wildlife Commission staff has reviewed the draft negative declaration for the Banfield Freeway High-Occupancy Vehicle Lanes and supports the proposed project. The impacts upon wildlife will be minimal within the project section of I-80N.

The opportunity to review the project is appreciated.

Sincerely,

Norman Behrens

Norman Behrens
Wildlife Biologist
Environmental Management Section

NB:lo

Copy to Potter - FAA
Kulien
4-18-75

RECEIVED
APR 18 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~626-1403-100~~

April 15, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield high occupancy vehicle lane project

TO: E. S. HUNTER
Asst. Highway Engineer
Design

SALEM

NOTED
E. S. HUNTER

There seems to be some confusion among the Highway staff as to the priority for the subject project.

The schedule that I am pursuing has the following key dates:

1. Completion of the negative declaration - April 10 (accomplished).
2. Hearing - May 13 (legal notice has been accomplished).
3. Contract - June 19 (?)

This would provide for construction to commence on or about July 7, the Monday after the 4th of July holiday. It would allow the months of July and August to do this work. We are somewhat limited to those months due to the thin overlay and the use of "E" mix which calls for 60° temperatures.

Funding has been established, consisting of $900,000 from urban funds for which the City and CRAG approvals have been submitted to Rulien. He is processing the necessary transfer of funds documentation. The remaining funding is Federal Aid Urban Extension and State match.

The final design effort should be completed by the Metro Design Section this week.

I am requesting that the necessary priorities be set for this project, and to place it on the hearing, environmental, design and construction schedules.

ebg

cc: H. S. Coulter
J. H. Versteeg
G. A. Potter
J. B. Boyd

RECEIVED
APR 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

April 11, 1975

Secretary of Transportation
U. S. Department of Transportation
Washington, D.C. 20590

THROUGH: Glen L. Green, Oregon Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

RECEIVED
STATE HWY ENGR
APR 22 '75
REFER TO
FOR
Info
Invest

Dear Sir:

Re: High-Occupancy Bus-Car Pool Express
Facility, Banfield Freeway
Urban to Urban Extension Fund
CRAG-City of Portland

The Oregon State Highway Division, at the request of the Columbia Region Association of Governments, has initiated a proposal for the transfer of $901,000 from Oregon's Federal Aid Urban System funds to the Urban Extension fund to construct a project in the city of Portland. Existing Urban Extension funds are not adequate to construct this project which is identified as a high-priority project which will have a significant effect in reducing traffic congestion on the Banfield Freeway and will also serve as an important energy conservation measure. The estimated cost of the project is $1,600,000.

The requested transfer meets the requirements of Section 104(d) of Title 23, U.S.C., amended by Section III of the Federal Aid Highway Act of 1973. The proposed transfer will decrease the 1975 Fiscal Year Urban System funds from $6,685,964 to $5,784,964 (-13.48 percent), and increase the 1975 Fiscal Year Urban Extension funds from $2,636,154 to $3,537,154 (+34.18 percent). I believe the transfer is in the public interest and recommend your approval.

Sincerely,

Governor

NOTED
R. L. SCHNOLLER

RECEIVED
APR 2 3 1975

RECEIVED
APR 21 1975
OREGON DIVISION

RWS:ss

cc: City of Portland
Columbia Region Association of Governments

April 10, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

Re: High-Occupancy Bus-Car Pool Express Facility
Banfield Freeway, Urban to Urban Extension
and CRAG-City of Portland

The Columbia Region Association of Governments has requested our consideration of a transfer of Federal Aid Urban System funds to the Urban Extension fund program. The transfer of funds is necessary in order to construct this project in Portland. Oregon's allocation of Urban Extension funds is limited to approximately $2.5 million a year. This project is estimated to cost in the neighborhood of $1,600,000. Our Urban Extension funds are presently committed to other projects. The City of Portland and CRAG have over $11 million in Urban System funds at their disposal. This high-priority project will have an effect in reducing excess traffic loading on the Banfield Freeway and also will serve as an energy conservation measure.

The requested transfer of funds is covered by Section 104(d) of Title 23, U.S.C., as amended by Section III of the Federal Aid Highway Act of 1973. The procedure for implementing the transfer requires initiation by the Highway Division and approval by the Governor and the Secretary of Transportation, as "being in the public interest."

We have reviewed the request and, due to the high priority placed on this type of project, recommend that the transfer of funds be approved. A proposed letter to the Secretary of

Transportation is enclosed for your consideration. Federal regulations require that the request to the Secretary of Transportation be forwarded through the Federal Highway Administration.

Very truly yours,

F. B. Klahoe, Administrator
and State Highway Engineer

cc: The Honorable Neil Goldschmidt
Richard Etherington, CRAG

bc: FHWA
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rullen

DES:dgk srb

RECEIVED
STATE HWY ENGR
APR 11 '75
REFER TO
Baldwin
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4-14-75

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 9, 1975

F. B. KLABOE
Administrator & State
Highway Engineer
140 State Hwy. Building
Salem, Oregon 97310

The Oregon Highway Division has proposed plans for a project on the Union Avenue-82nd Avenue Section of the Banfield Freeway (I-80N) lying within the City of Portland in Multnomah County.

The proposal consists of a pavement overlay, construction of a concrete median barrier, concrete shoulder barrier at walls and structure columns and restriping of traffic lanes to provide for a High Occupancy Vehicle Lane (HOVL) eastbound from 44th Avenue to 82nd Avenue, and westbound from 78th Avenue to the Holladay Street exit.

This is to advise you that an informal informational design session will be held in the conference room of the Oregon Highway Division's Metropolitan office, 5821 NE Glisan Street on May 8, from noon until 8:00 p.m., with engineering personnel present to discuss the various aspects of the proposed project with interested agencies and individuals affected by, or interested in the project.

Pursuant to state statutes and federal regulations, a formal public hearing pertaining to the design features will be held in the conference room of the Highway Division's Metropolitan office on May 13, 1975, from 2:00 p.m. until 5:30 p.m., resuming at 7:30 p.m. and continuing until all those interested or affected by the project, and desiring to make a statement, have done so. Design features and construction schedules will be discussed and opinions and views accepted at this formal hearing, with an additional ten (10) days allowed for further written statements or comments.

An Environmental Impact Statement Negative Declaration regarding the environmental effects this proposed project will have on the area will be available after April 10 in the Metropolitan Highway office at 5821 NE Glisan Street, Portland, and Room 412 State Highway Building, Salem; Federal Highway Administration offices in Portland and Salem, and at Multnomah County Central and Branch Libraries, and also at the informal and formal session and hearing.

In order that all interested persons may be informed of the proposed plans, the Highway Division will have a public notice published in the appropriate newspapers on April 10, and May 7, 1975, or the nearest publication date, thereto.

If a meeting or further information is desired pertaining to details regarding this matter, please notify this office at 238-8226.

R. N. BOTHMAN
Metropolitan Engineer

ebg

attachment: Legal Notice

cc: Legislators
Neighborhood groups
Federal Highway
State agencies
City of Portland
Multnomah County

LEGAL NOTICE
OREGON STATE HIGHWAY
DIVISION
I-80N Design Hearing
May 13, 1975

Notice is hereby given that the Oregon State Highway Division proposes to hold a design hearing pertaining to their proposed plans for Union Ave.-82nd Ave.section of I-80N Freeway lying within the City of Portland, Multnomah County, Oregon.

The proposal consists of pavement overlay, construction of concrete median barriers, shoulder barriers at walls and columns, reconstruction of 39th Ave.eastbound on-ramp at its connection with the freeway, and restriping the freeway to provide a high occupancy vehicle (HOV) lane for buses and carpools next to the median barrier in both directions by reducing lane widths.

The proposed plan will continue present lane widths eastbound from Union Avenue to 39th Ave. at which location restriping will begin channelizing traffic to provide for the high occupancy vehicle (HOV) lane.

Westbound, the HOV lane will develop between 82nd Ave.and 74th Ave. and continue westward to the Holladay Street ramp. West of Holladay Street the traffic lanes will remain as they are now.

Lane widths will vary from 11' to 12'. Parking will be prohibited except at turnouts that will be constructed along the route.

Only autos containing three or more passengers, and all buses, will be permitted use of the inside or median lane through the HOV lane areas.

A public informational session will be held with plans for the proposal on display in the conference room of the Highway Division's Metropolitan office, 5821 NE Glisan Street Portland, Oregon, between the hours of 12 noon and 8:00 p.m. on Thursday, May 8, 1975. Interested persons may examine the plans and other pertinent information developed by the Highway Division, and written views received as a result of coordination with other interested agencies. State Highway Division engineering personnel will be present to discuss the proposal.

Legal notice (continued)
egon State Highway Division
-80N Design Hearing
May 13, 1975

A formal public hearing pertaining to the design features will be held in the Highway Division's Metropolitan office at 5821 NE Glisan on Tuesday, May 13, 1975, beginning promptly at 2:00 p.m. until 5:30 p.m., and from 7:30 p.m. until all interested persons desiring to express an opinion have done so. In addition, written statements may be submitted at the hearing or to the Transportation Commission within ten (10) days after the public hearing.

A statement regarding the environmental effects this proposed project will have on the area will be available at the State Highway Division's Metropolitan office at 5821 NE Glisan Street, in Portland; or Room 412, State Highway Building, Salem; or Federal Highway Administration offices in Portland and Salem; and at Multnomah County Central and Branch Libraries, as well as the public informational session and at the formal hearing for review and information.

If any questions arise pertaining to this matter, please contact Robert Bothman, Metropolitan Engineer in Portland, phone 238-8226.

8259

BON

Salem, Oregon
April 7, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48532 - Union Pacific Railroad Company
N.E. Union Ave. - N.E. 82nd Ave. Section
Columbia River Highway
Multnomah County

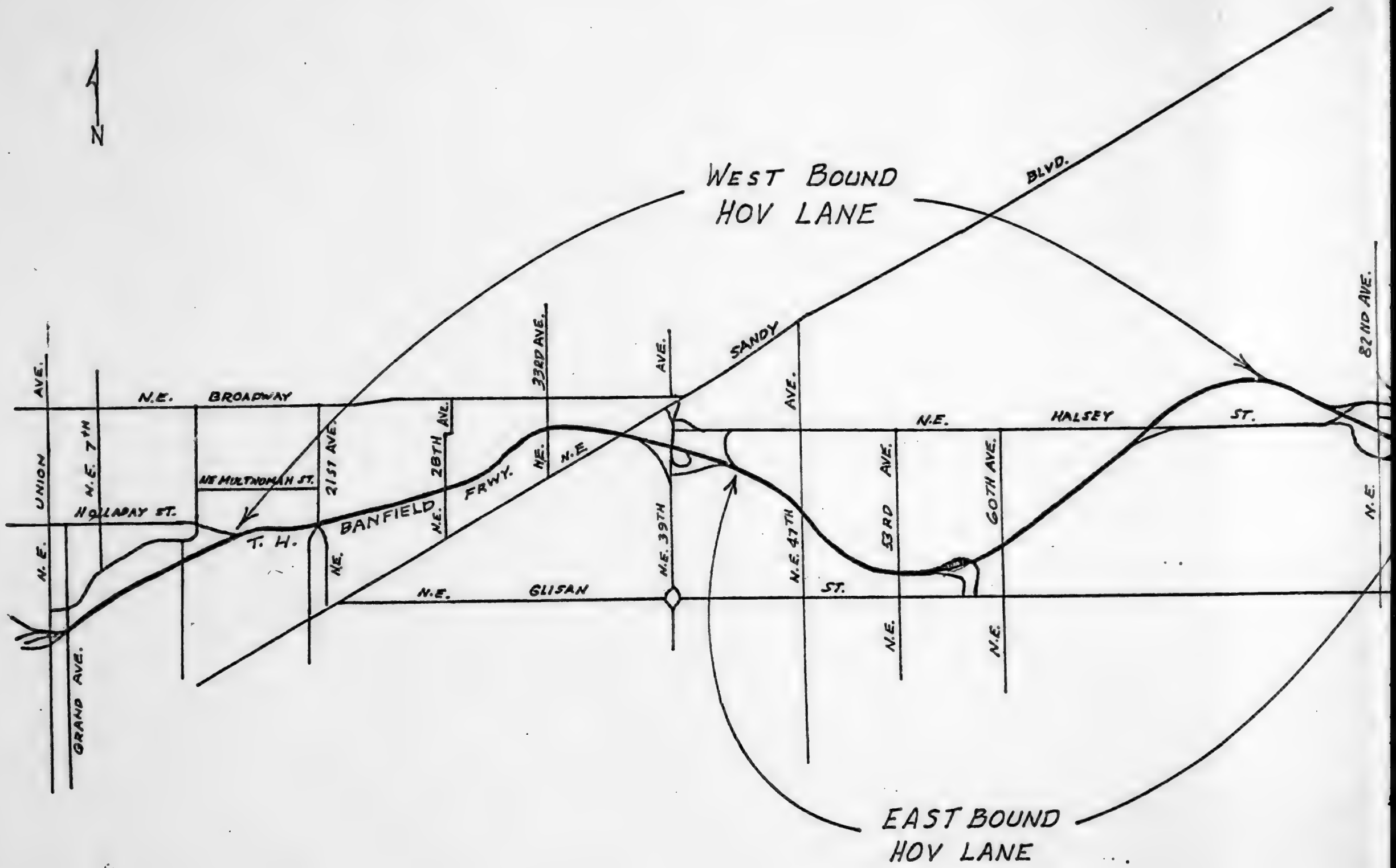
Attached is a description and an authorization covering a permanent easement to be acquired from the U. P. R. R. Co. for the subject project.

We understand that prints of the encroachment map (9B-12-20) have been given to Mr. Chidsey.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.


N
WEST BOUND
HOV LANE
BLVD.
SANDY
82 ND AVE.
N.E. BROADWAY
N.E. HALSEY ST.
UNION AVE.
N.E. 7TH
NE MULTNOMAH ST.
HOLLADAY ST.
21ST AVE.
28TH AVE.
33RD AVE.
AVE.
AVE.
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FRWY.
N.E.
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T. H.
BANFIELD
N.E. 39TH
N.E. 47TH
42ND
60TH AVE.
N.E. GLISAN ST.
GRAND AVE.
EAST BOUND
HOV LANE

N

WEST BOUND
HOV LANE

N.E. BROADWAY

N.E. 7TH

HOLLADAY ST.

GRAND AVE.

NE MULTNOMAH ST.

T. H.

21ST AVE.

28TH AVE.

BANFIELD FRWY.

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33RD AVE.

AVE.

SANDY BLVD.

AVE.

N.E. 39TH

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N.E. HALSEY ST.

53RD AVE.

60TH AVE.

82ND AVE.

N.E.

N.E. GLISAN ST.

N.E.

N.E.

N.E.

EAST BOUND
HOV LANE

R

April 1, 1975

Robert W. Straub
XXXXXXXXXX

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT CRAG Regional Project
Acquisition of Buses

One of the regional projects approved by the CRAG Executive Committee at their meeting of March 27, 1975 concerned the acquisition of buses for Tri-Met as an urban system project. This project involves the purchase and renovation of ten used diesel transit buses. Tri-Met proposes to use the buses for express operations on the Banfield High-Occupancy Vehicle Lane Demonstration Project. The estimated purchase price of the ten buses is $200,000, plus an estimated renovation cost for ten buses of $100,000; total project cost of $300,000.

The FHPM 4.2.2 contains FHWA Bulletin No. N5580.2 dated November 15, 1973 which covers the preliminary guidance on advancing public transportation projects. Also, the Federal Register Volume 39, No. 173, dated September 5, 1974 contain proposed rules for mass transit and special use highway projects. Our interpretation of these guidelines and rules for the processing of an application from CRAG and Tri-Met are as follows:

1. The application should not necessarily include detailed design aspects, but should have sufficient descriptive material to describe the area, location, purpose, scope, financial and operational aspects. The application must meet the requirements for a capital or technical studies grant from UMTA, and contain an

assurance that the public mass transportation system of the urban area will fully utilize the proposed project, with a discussion of the relevant information provided by local transit operating officials.

2. The application will be forwarded to the State Highway Division. The Highway Division will endorse the proposed project and concur in the assurance that the project will be fully utilized by the public mass transportation system. The application then will be forwarded to your office for submittal through Region to the Washington Office of FHWA where it will be reviewed jointly with UMTA before approval by the Secretary of Transportation.

We believe that the project information for the proposed vehicles should include a description or specifications for the buses as to size, weight, occupancy and age of the vehicles.

Please advise if you concur in this method of presentation of the proposed project on this urban system project.

cc: E. S. Hunter
R. L. Schroeder
Denny Moore
R. N. Bothman, Metro
County/City
Ted Spence
D. E. Swan

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

RECEIVED
STATE HWY ENGR
MAR 31 '75
REFER TO
AG
FOR
Info | Invest | R/D | D/R | Sign | Act | File

March 28, 1975

Mr. Stafford Hansell
Director
Executive Department
240 Cottage St., SE.
Salem, OR 97310

NOTED
F. B. KLABOE

NOTED
L. L. JOHNSON

Dear Mr. Hansell:

Since the Executive Department approved the Mass Transit Division budget for the 1975-77 biennium, several events have taken place which may warrant a slight change in direction.

You may recall that the urbanized element of the budget provided for 20 percent matching funds from the State to purchase buses in Eugene-Springfield, Portland and Salem. Copies of letters from the Lane Transit District and Tri-Met supporting the bus purchase proposal are enclosed.

Also enclosed is a copy of the letter from Salem Transit Superintendent Al Hampton. He suggests that the State proposal be made more flexible to allow assistance for any transit capital improvement program.

We have also been working with Tri-Met on the possibility of developing exclusive bus lanes on the Banfield Freeway in Portland. As you are no doubt aware, this particular segment of the highway system is operating beyond capacity. We envision a demonstration project which will provide exclusive lanes for high-occupancy vehicles, such as express buses and carpools. Of course, the Banfield improvements would be made at the time we resurface the facility. One of the major problems we have encountered is the availability of buses. Tri-Met is now using all vehicles to capacity. They are considering the prospect of purchasing 10 used diesel transit buses for the express operations. The estimated cost is $300,000 for buses at $20,000 each, with $10,000 renovation each. Part of the $300,000 could be paid for by Urban System Funds (78 percent) in the amount of $234,000. This would leave a $66,000 match. Since this program is consistent with the thrust of the budget

to get new equipment on line as soon as possible and match it with Federal funds, we suggest that the proposed budget funds be made available for the Banfield bus demonstration project.

As the budget instructions suggest, recommendations from local governments, Federal agencies, and advisory committees should be reflected in agency budget requests. We have done this, and on the basis of recommendations by participants, we recommend that the urbanized area element of the proposed budget be made more flexible to include the potential use of the funds for other facilities and used equipment.

Please let us know if you agree with this proposal. If you do, we will suggest the change to the Ways and Means Committee at the time the budget is presented.

Sincerely,

George M. Baldwin
Director of Transportation

Enclosure

cc: Len Bergstein

bc: Sam Haley
Fred Klaboe
Dennis Moore
Bob Royer
Ralph Sipprell
Merl Whiteman

GMB:DHM: dn

631

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 75-1

INTER-OFFICE CORRESPONDENCE

March 12, 1975

Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield high occupancy vehicle lane legislation

TO: L. E. GEORGE
Road Design Engineer

SALEM

Serious consideration is being given to developing a high occupancy vehicle lane on the Banfield Freeway. In addition, projects will surely be advanced for similar lanes on I-5 north and the Sunset.

Proposed is an exclusive bus lane on Barbur Boulevard in conjunction with the West Portland Park and Ride. As additional park and ride stations come on line there will be exclusive bus lanes developed in Portland.

Will it be necessary to initiate legislation enabling the State to provide enforcement of exclusive-use lanes on the highway system and/or city street system in the metropolitan area ? If necessary, I suggest you initiate such legislation at this session in order that it will be available to us on these projects that we hope to have on line later this year and next year.

I have been advised that such legislation has been introduced or enacted by the Washington legislature to enable the designation of exclusive lanes in that state.

ebg

cc: R. L. Schroeder
E. S. Hunter
H. S. Coulter

RECEIVED
MAR 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 3, 1975

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, Oregon 97204

Dear Neil:

Reference is made to the proposal to convert one lane each way of the Banfield Freeway into a bus-carpool express facility. A very rough estimate for the work is:

Sign & Stripe	$ 60,000
Shoulder Barrier	30,000
Median Barrier	950,000
Overlay Existing Pavement	250,000
Parking Bays & Widening	175,000
TOTAL	$1,465,000

Bob Bothman is now working up firmer estimates which should be completed shortly. Nevertheless, I believe that we should soon come to some agreement on the financing of this proposal.

As you know, the only funds we control that could apply to this project are our urban extension funds amounting to only about $2.5 million a year. They are presently committed to other projects.

The City has under its jurisdiction a considerable amount of urban system funds ($5.836 million). In addition, CRAG has an additional sum of about $5.415 million at its disposal.

Federal law allows a transfer between urban extension and urban system funds. (Incidentally, this is the only category of federal aid where a transfer between categories for highways can be made.)

I suggest that we use our urban extension funds for the overlay ($250,000) and for the necessary signing and striping ($60,000) and that you and/or CRAG use urban system funds for the remainder of the work. Depending on the final estimate, we would therefore provide $310,000 of our funds and the City-Crag would provide $1,155,000.

If agreeable, you would have to initiate a request through the Governor to the Secretary of Transportation to transfer the $1,155,000--or whatever figure it turns out to be--from urban system funds to urban extension funds.

We should resolve this rather quickly if possible.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

bc: Glenn L. Jackson
George M. Baldwin
A. E. Johnson
E. S. Hunter
Bob Bothman
L. W. Rulien

7251

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 21, 1975

Portland, OR 97213

FILE: Case file 75-1

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield High-occupancy vehicle lane
A-95 Review

TO: L. W. RULIEN
Project Management Engineer

SALEM

In accordance with our discussions on the subject project, the establishment of the priority for this project by the Highway Administration has been accomplished. The second step in advancing the project, the environmental assessment, has been accomplished. A copy is attached.

Also attached for your information is my initial effort on the project dated December 24. I have noted some changes in the thinking which have occurred since that initial report, in the margins.

Correspondence with the Environmental Quality Commission is also attached, including my letter dated February 10, and Kessler Cannon's memorandum to the Commission. This correspondence addresses primarily the air quality review for the project, however, does provide information to you.

I have requested offically, a position on the project from the three local jurisdictions affected. Those requests are attached.

In summary, the project consists of developing an additional lane for high-occupancy vehicles, westbound from 82nd to 16th by narrowing the existing lanes and eliminating the existing shoulder. A high-occupancy vehicle lane is proposed eastbound from 42nd to 82nd Avenues utilizing the same concept. No right-of-way is required.

The construction elements include a pavement overlay, installation of GM median rail from 82nd Avenue to Union Avenue, installation of GM rail for wall and column protection on the outside shoulder, installation of breakaway attachments to existing illumination, signing and re-striping including pavement buttons, construction of turn-outs at about 2000' intervals in both directions where the shoulder is eliminated, and construction of an additional merge lane between 42nd and 53rd Avenues eastbound, at the initiation of the eastbound, high-occupancy lane.

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 24 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Please initiate to facilitate A-95 Review by the CRAG Transportation Committee, March 7, and the Board on March 27.

The project schedule is attached, leading to construction.

ebg

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Gary Potter
Gary Sund

attachments

OREGON STATE HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

February 21, 1975

HON. NEIL GOLDSCHMIDT
HON. DONALD CLARK
TOM KING, Tri-Met

A proposal to develop high-occupancy vehicle lanes on the Banfield Freeway on an interim basis, as a demonstration project, has been the subject of a review by the staffs of the City of Portland, Multnomah County and Tri-Met over the past month.

Staff persons are fully acquainted with the proposal as it now stands, to develop high-occupancy vehicle lanes, both east and westbound within the existing curb lines by utilizing narrower lanes and existing shoulders. The proposal with the narrower lanes includes installation of a concrete median barrier (similar to that located on I-5), and similar protection for bridge columns and obstacles on the outside shoulder, immediately adjacent to the curb, installation of breakaway poles for the existing lighting, and construction of turnouts at about one-half mile intervals in both directions for emergency parking.

Also to be constructed is additional widening between 42nd and 53rd eastbound within the existing right-of-way, to provide for the initiation of the high-occupancy lane eastbound. This construction is on existing right-of-way or permanent easement from the railroad.

As opposed to a lengthy process of developing alternatives and attempting to model the alternatives, this project is advanced as a demonstration project, leaving as options alternatives which have been considered, or may be developed in the future, consisting of, but not limited to, contra flow lanes, ramp controls and/or ramp metering, relocation of the high-occupancy vehicle lanes to the outside, as opposed to the interior lanes, and reverting to the original or existing striping configuration. The project is consistent with the clean air implementation plan and the Governor's Task Force effort.

RECEIVED
FEB 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I am requesting by this letter, concurrance as to those items listed in Mr. Baldwin's attached letter, prior to initiating the A-95 process on this project. I would like to point out there is every indication that this project could be initiated and construction underway by July 1975. It would be the first major transit-type improvement in the city.

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Gary Potter
Gary Sund

attachment

DEPARTMENT OF
TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

November 14, 1974

Mr. William Young, Chairman
Board of Directors
Columbia Region Association
of Governments
6275 SW. Wilson Avenue
Beaverton, Oregon 97005

METROPOLITAN ENGINEER

NOV 15 19

Dear Mr. Young:

The Oregon Department of Transportation has been seriously impacted by the decline in gas tax revenues and with the erosion of the dollar through inflation. It has become necessary for the Department to take an even closer look at how transportation funds are being spent and to eliminate or to cutback on those programs that are of marginal value or are in the category of "we'll take that extra step to help local government". The Department is now in the position of having to say "we'll take that extra step, but only if we can be more confident that the result of that step will lead to the implementation of a transportation improvement".

The Department of Transportation has been heavily involved in helping in the development of transportation plans for the Portland area and in implementing those portions for which the Department is responsible. The financial participation of the federal and state highway programs in developing the regional plans and specific project plans has amounted to over $5,000,000 during the past 14 years. Other federal, state and local funds have also been used in the long-range planning effort and are in addition to the $5,000,000.

The planning effort has lead the way and resulted in the implementation of some very important transportation projects. Previously, the process was very effective and beneficial with some positive results being shown from the planning effort. This is not now the case. Transportation

cc Sallinger

plans of the past are not being accepted by local government. More importantly, the Portland area has not resolved many of its land use issues which makes system and project decisions on transportation issues virtually impossible.

It is now clear that the Department cannot continue to utilize its funds in looking at projects that are not recognized locally as important enough to outweigh the social and environmental impacts that are encountered. The Department will continue to participate at an appropriate funding level in helping CRAG answer the land use and transportation issues. It is important to point out that planning at the project level is too expensive to attempt to answer basic regional transportation issues and priorities. Additionally, this approach is highly vulnerable to criticism and rejection if these issues are not answered and if the priorities have not been developed and accepted by the affected jurisdictions.

Therefore, in order to assure the Transportation Commission that transportation funds are being properly and productively expended on projects in the Portland metropolitan area, the following requirement must be met to the satisfaction of the Department before any funds will be authorized for development of any new major project:

> Official resolutions from the Columbia Region Association of Governments and from each individual unit of general purpose government directly involved by the project requesting the Transportation Commission to undertake the necessary studies to develop an Environmental Impact Statement on a specific project. This request should contain, but not be limited to, satisfactory information or statements concerning:
>
> 1. This is a high priority project and that its priority is higher than other projects not previously submitted, but lower than those previously approved by the Commission.
>
> 2. Recommendations concerning how these projects are to be financed.

3. Documentation that demonstrates that citizen meetings have been held in the affected corridors and that citizen response has been evaluated.

4. The major purpose of this project.

5. An explanation of how this project relates to the Oregon Clean Air Act Implementation Plan.

6. An explanation of how this project relates to energy conservation.

7. An indication that this project is contained in the regional transportation plan and is supportive of the region's land use concept.

8. What the probable impact would be if the "no-build" option were chosen.

While this requirement may seem drastic, it really isn't. The information that is being requested is required now by the Urban Mass Transportation Administration, the Federal Highway Administration, and the Department of Environmental Quality. Furthermore, it is anticipated that the Land Conservation and Development Commission will also require this type of information. The process that is necessary to develop this information is an integral part of the Oregon Action Plan.

The purpose of this requirement is not to stifle transportation project requests from the Portland area; it is to provide a procedure that will lead to a clarification of the transportation issues without wastefully expending large sums of money at the project level before the project is accepted by the local units of government.

The Department of Transportation stands ready to do its fair share and will work with CRAG in the development of the transportation plan so that the development of transportation projects for all modes will proceed in an orderly and productive manner.

Sincerely,

George H. Baldwin
Director of Transportation

portation Commission
. Haley
t E. Royer
Graham
. Klaboe
. Schroeder
Sund
n 6
ies for press)

E. S. Hunter
L. W. Rulien
R. N. Bothman
E. L. Hardt

RER:ap fn
cc Larry Rice, Executive Director
Columbia Region Association of Governments

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 21, 1975

TO Executive Department
Federal-Aid Coordination Unit

Columbia Region Assn. of Govts.
527 S.W. Hall St.
University Center Bldg.
Portland, OR 97201

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for FAU/FAUS Funds
State Admin. Dist. No. 2
Union Ave.-82nd Ave. (Banfield Fwy.) Sec.
Columbia River Highway
Multnomah County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be April 4, 1975.

Attachment

BLG:pr

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt
W. D. Albright
R. E. Etherington, CRAG
Aeronautics Division

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Department of Transportation				[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310		[80]
04	[12] CONTACT PERSON: L. W. Rulien	[45]	[46] AREA CODE: 503	[48] [49] PHONE: 378	[55] [56] EXTENSION: 6563		[59]
01	[12] PROJECT TITLE: Union Avenue-82nd Avenue (Banfield Fwy.)			District 2			[71]
11	[12] PROJECT LOCATION: Columbia River Highway	CITY: Portland [45]	[46] PROJECT LOCATION		COUNTY: Multnomah		[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This project involves preliminary engineering, acquisition of right-of-way,						[71]
06	[12] grading, paving and incidental work required to upgrade the existing facility.						[71]
07	[12] (See attachment for additional details)						[71]
08	[12]						[71]
09	[12]						[71]
10	[12]						[71]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
1,170,000	----	330,000	----	----	1,500,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B): ----	[45] [46]	TYPE OF OTHER NON-FEDERAL FUNDS (See 12E): ----	[79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways			[71]
15	[12] FEDERAL AGENCY NAME: U.S. Department of Transportation	[45] [46]	FEDERAL SUB-AGENCY NAME: FHWA	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[X] 37	[ ] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: April [42] [43] DAY: 4 [44] [45] YEAR: 1975 [46]

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: February 21, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: February 21, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Urban Extension Funds

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 3
(b) State Representative District(s) Number(s) 8-23
(c) State Senatorial District(s) Number(s) 5-12

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes

REMARKS

17(E) This is a Category 3 project of major (nonsignificant) action. A negative declaration will be prepared under Oregon's Action Plan. A minimal amount of right-of-way will be required of the Union Pacific Railroad for construction of emergency parking turnouts (for westbound lanes). Public hearings will be offered. This project is proposed by the State Highway Division.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 23, 1975

A. PROJECT IDENTIFICATION

Name of Project Union Avenue-82nd Avenue (Banfield Freeway) U-323(-)
(Section)

Location of Project - Columbia River Highway (Highway Name) (2) US 30 (Highway No., US - ORE)

Portland (City) Multnomah (County) METRO (Region)

Program FAU/FAUS (Funding) $1.5 million (Estimated Cost) 626-1403 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provisionally upgrade existing facility with new pavement overlay, installation of GM-median barrier, restripe for 6 & 8 lane sections (presently 4-6 lane), providing two exclusive high-occupancy lanes, resigning, and a selective preferential ramp-control system.

Origin and History: The proposal has been initiated in response to a continuing interest by the public and concerned agencies to alleviate a portion of the peak-hour congestion in the Banfield corridor by providing incentives for use by high-occupancy vehicles.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately 5 miles

Termini Union Street to 82nd Avenue

Alignment (new or existing) Existing

CATEGORY 3 PROJECT

MAJOR
NON SIGNIFICANT

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Minimal: to provide emergency parking turnout (for west bound lanes). Owned by Union Pacific Railroad.

Typical Section Approximately 11' to 12' travel lanes with 4' median section (no shoulders):

Bikeway None

Structures None

Additional Facilities Several emergency parking turnouts, approximately 15' x 250' spaced roughly every ½ mile.

Access Control Preferential ramp-control system at selected on-ramps consisting primarily of manual barriers, to be utilized during peak-hours, as necessary.

Materials None

Borrow and Waste Disposal None

Special Construction Methods Staging of construction is critical, requiring night-only work to minimize day-time traffic delays.

Characteristics (ADT) Approximately 100,000 for week-day average; lane volumes average roughly 1900-2100 vehicles during daily peak-hours.

Other General Information (or Supplemental information to items) The proposal is to be viewed as an interim solution, to help solve the peak-hour congestion problem in the Banfield corridor. It neither forcloses any future options within the corridor nor disobviates the necessity for providing a long-term solution.

Project Sketch Map is Attached: ☐ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

-- Design options in the proposal primarily are concerned with the reversible nature of the improvement itself. That is to say, the facility could be restriped at any time to reinstate the present configuration of lanes.

-- Additionally, there exists the possibility of implementing the proposal without the ramp-control devises.

-- Promotion of several park & ride lots (already in existance) may be considered, as intentive to utilize the exclusive lanes.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Preliminary coordination with the city, county, Tri-Met & CRAG has been undertaken.

Public Hearing(s) Schedule: ☐ Not Required ☒ XX Required

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ XX Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Ongoing coordination with the above agencies will continue.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None directly anticipated. A promotional program advising users of the changes in facility operation will be undertaken, after the final statement is released.

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
	Status	Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The general topography of the project area consists of gently rolling terraces sloping westerly toward the Willamette River. A group of small volcanic intrusions project above the terraces. Those nearest the project are Rocky Butte to the east and Mt. Tabor to the south. The project itself lies within a natural drainage depression called "Sullivan Gulch." The depression runs in a meandering fashion from Rocky Butte westerly to the Willamette River. "Sullivan Gulch" has long been utilized as a natural-grade transportation route between the Willamette River and the Columbia River flood plain to the east.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The cultural setting is primarily intensively developed urban, within the city of Portland. The land immediately to the south of the corridor is principally mixed residential/commercial. Land to the north is basically mixed industrial/commercial. The Union Pacific Railroad parallels the facility to the north with a main line and a spur that serve the industrial area.

The Banfield Freeway corridor has not been monitoried to see if existing air quality is exceeding the ambient air quality standards. Past air monitoring and prediction studies have shown that freeway corridors in Portland with lesser volumes of traffic are presently exceeding ambient standards at significant distance (0-500') from the roadway under worst case meteorological conditions.[1,2,3,4] (cont. page 5A)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Minimal - to provide several 250 x 15 foot emergency parking turnouts roughly every ½ mile (on north side of facility only). These can be provided by easements in lieu of actual purchase.

Consequences:

Negotiations with Union Pacific Railroad necessary, but no major difficulty anticipated.

2. Estimated Changes in Traffic Patterns:

Initial adjustment period to orient drivers to the use of an exclusive lane. With ramp closures, division of some traffic to local arterials.

Consequences:

Range from initial inconvenience to a reorientation of route selection, based on ramp closures during periods of the peak hour. Greater use of the facility by carpool and transit riders. Decrease in travel time for peak hour commute trips.

Page 5A

CULTURAL (cont): Extrapolation of this data to the Banfield corridor would indicate that worst case ambient air levels for carbon monoxide, reactive hydrocarbons and possibly nitrogen dioxide are also consistently above standards.

[1]I-505 Study Air Quality Report

[2]Mount Hood Freeway Study Air Quality Report

[3]I-205 Freeway Study Air Quality Report

[4]West Portland Park and Ride Study Air Quality Report

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:
None.

Consequences:
---

4. Expected Adverse Effects on Natural Ecological Resources:
Possible air quality impacts.

Consequences:
---

5. Expected Adverse Effects on Cultural and Scenic Resources:
None.

Consequences:
---

6. Preliminary Identification of Areas of Critical Environmental Concern:
Potential air quality concern.

7. Potential for Controversial Issues:

a) Controlled access during peak-hour.

b) Weave problems associated with movement to and from the exclusive lanes.

c) Effects of subsequent traffic being diverted to local arterials during peak hour.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

--OSHD studies and coordination with State DEQ will determine the consistency of the project on corridor air quality implementation plans. An air monitoring program will be established to determine the effects of the proposal.

b. Noise Standards

--Project will not likely affect noise conditions within the corridor.

c. Water Quality Standards

N.A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist	X		
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer		X	
Cultural Geographer			
Urban Planner	X		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

None

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

None

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

Typing & graphics for statement required.

REGION -
(Environmentalist, Resident Engineer)

--Metro Environmental Planner will assist and coordinate with project manager in all phases of project development.
--Metro Design Section and Traffic Analysis personnel will assist in various stages of the project.

OTHER -

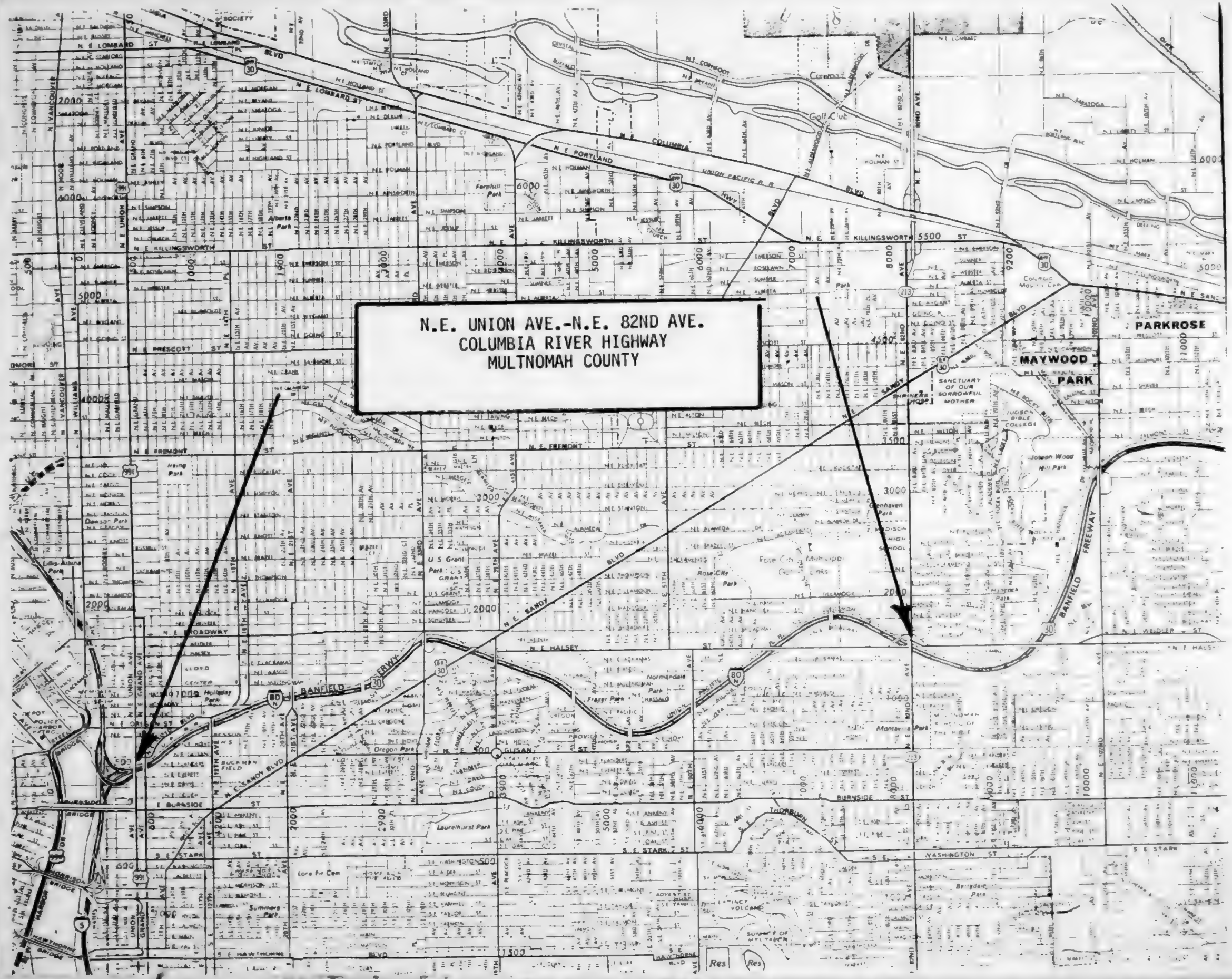
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

NOTE: According to Chapter I of Title 23 CFR, Part 771, this project is deemed a major action which is not anticipated to have a significant impact upon the quality of the human environment or a magnitude to require the processing of an EIS.


N.E. UNION AVE.-N.E. 82ND AVE.
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY
N E LOMBARD ST
N E LOMBARD
N E HOLLAND ST
N E COLUMBIA BLVD
N E PORTLAND
UNION PACIFIC R R
N E KILLINGSWORTH ST
N E PRESCOTT ST
N E FREMONT
N E BROADWAY
N E WEIDLER ST
N E HALSEY ST
N E SANDY BLVD
N E GLISAN ST
E BURNSIDE ST
S E STARK ST
S E WASHINGTON ST
N E VANCOUVER
N E WILLIAMS AVE
N E UNION AVE
N E GRAND AVE
N E 82ND AVE
N E 33RD AVE
N E 42ND AVE
N E 60TH AVE
N E 122ND AVE
N E 148TH AVE
N E 162ND AVE
N E 181ST AVE
N E 201ST AVE
N E 238TH DR
N E 257TH AVE
N E 282ND AVE
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N E 462ND AVE
N E

FORM BI-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 21, 1975

Portland, OR 97213

FILE: Case file 75-1

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield High-occupancy Vehicle lane

TO: MEMO TO THE FILE

I met with the advisory committee on the subject project, February 12. Present were Doug Wright, Bill Dirker and Don Bergstrom City of Portland, George Palmer Multnomah County, Mike Kyte and Bill Allen Tri-Met, Max Klotz, Wally Hibbard of OSHD.

The following items were covered:

1. Report of DEQ review of the project, including action anticipated by EQC at their February 28th meeting, indicating that a project is not within the indirect source regulations which will become effective July 1, 1975, and concurrance with a staff recommendation to proceed as a demonstration project.

2. The present status of developing the draft negative statement which will lead to a final environmental impact statement.

3. The current design was reviewed, including a high-occupancy vehicle lane between 82nd Avenue and 16th Avenue West Bound; (this is a slight revision from earlier thinking, where we planned to take the fourth lane developed at Sandy, off at Holladay) and between 42nd and 82nd Avenue east bound. Previewed was the optional proposal introduced by Don Bergstrom, consisting of a contra flow lane between 16th and 42nd Avenues. The discussion indicated that the contra flow, with the restrictions in widths available, would only be appropriate for buses, and in that case should perhaps be considered the full distance from 16th to 82nd Avenues. However, with current Tri-Met bus lines, it would be necessary to allow the buses entering at the Lloyd Center access to the contra flow lanes, which would be located on the north side of the GM rail, or in the westbound lanes. Problems with the contra flow lanes that cannot be resolved for high-occupancy vehicle or carpool use exists between 42nd and Sandy, where the width available can only provide three 11' lanes plus a maximum 2' buffer between the contra flow lane and the remaining two lanes. This was felt not efficient for proper operation of autos.

4. Don Bergstrom requested some type of a traffic analysis on the design proposed, and particularly an indication of the effect of the high-occupancy lane eastbound on the congestion at 39th. His problem is with the 1000' weaving section between 42nd and 53rd, where the high-occupancy vehicle is developed eastbound. The proposal carries the three auto lanes eastbound through the 39th off-ramps, then developing the fourth lane, or high-occupancy vehicle lane, requiring a considerable degree of merging of traffic between 42nd and 53rd.

5. Consideration was given to develop only a high-occupancy vehicle lane westbound, and utilize the additional third lane eastbound for all vehicles between 39th and 82nd. This provides the best immediate solution to congestion, however does not provide the desired ability to expand the corridor for projected increased "people" capacity.

6. Tri-Met was requested to report on their park and ride program, supportive to the high-occupancy vehicle lanes. The report indicated that Tri-Met had taken no action to pursue park and ride sites, advising that the Fred Meyer site was not satisfactory due to access both to the Banfield and from the east. Mike Kyte indicated that sites were available east of 96th Avenue. 1) It appeared that further consideration should be given to the Fred Meyer site at Gateway, 2) sites on the I-205 right-of-way, 3) sites at 102nd Avenue and the Banfield, 4) sites at 122nd Avenue and the Banfield, 5) sites at 181st Avenue and the Banfield. Further discussion was introduced by Doug Wright as to the feasibility of a temporary, timber-type ramp from the Banfield to the I-5 right-of-way south of the Banfield for a park and ride site and a limited access route somewhere along the I-205 right-of-way between the Banfield to Mall 205 which would connect intermediate lots along that route. This entire discussion involved temporary facilities which would be similar to the permanent facility at such time as the I-205 transit or bus lanes were developed. The discussion indicated that there would be considerable additional vehicles added to the Banfield should the park and ride along the I-205 right-of-way actually succeed.

7. Tri-Met indicated their position would still be to favor ramp metering and/or closure of the ramps, with the bus lane on the right. However, it remains that Tri-Met can support the bus lanes with no more than 10 to 11 buses.

Two steps need to be initiated immediately, (1) to gain concurrance officially from the County, City and Tri-Met as to their support for the project which would then provide the necessary impetus for the Highway Division to (2) initiate an A-95 Review on this project.

The Tri-Met representatives indicated that they are working on a carpool program to provide support to the high-occupancy vehicle lane.

em

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Gary Potter
Gary Sund

RECEIVED
FEB 20 1975

8259

Contract # 8259

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 12, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

PENDING FUND TRANSFER
FAUS to FAU
CIRAG, GOV., HWY., FHWA

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Union Avenue-82nd Avenue (Banfield Freeway)
Columbia River Highway
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of major (non-significant) action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Metro: R. N. Bothman
District 2b : J. D. McClure

APPROVED
E S Hunter
Date 2-14-75

RECEIVED
FEB 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROJECT MANAGEMENT SECTION

Routing	Action	Init
P.M. Engineer		
Proj. Dev. Engr.		
Office Engr.		
County-City	FEB 14 1975	
Federal Aid		
Inventory-Nee		
Mileage Contro		
Prog. & Schedule		
Remarks:		

Klaboe R

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 10, 1975

KESSLER R. CANNON, Director
Department of Environmental Quality
1234 S.W. Morrison Street
Portland, Oregon 97203

The Oregon State Highway Division is proposing a demonstration project designed to induce bus and high occupancy vehicle use within a portion of the Banfield Freeway Corridor. In order to meet the environmental requirements, i.e., document, hearing, etc., and implement construction this year, we propose an alternative method of evaluating the air quality impacts associated with a proposed Demonstration Project in the City of Portland. It is the intent of our proposal to provide an adequate level of air quality review while eliminating time-consuming air quality predictive analysis.

Although the project does not require an Indirect Source Construction Permit as it will not increase the annual ADT to 10,000 or more per day within ten years after completion (Rules of Indirect Sources, 22 November, 1974), we wish to submit it to your Commission for review and approval as a project that is consistent with the goals of the Portland Transportation Control Strategy (approved by the Environmental Quality Commission, 26, October, 1972).

R. N. BOTHMAN
Metropolitan Engineer

NOTED
F. B. KLABOE

pq

cc George Baldwin
Fred Klaboe
R. L. Schroeder
Gary Potter
L. W. Rulien
Bill Hall
George Palmer
Doug Wright

RECEIVED
STATE HWY ENGR
FEB 11 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BANFIELD FREEWAY (I-80N)
HIGH OCCUPANCY VEHICLE LANES
DEMONSTRATION PROJECT
AIR QUALITY REVIEW PROPOSAL

Submitted to Oregon Department of
Environmental Quality

Prepared by:

NOTED
F. B. KLAGGE

Oregon State Highway Division

February 10,1975

INTRODUCTION

The Oregon State Highway Division proposes an alternative method of evaluating the air quality impacts associated with a proposed Transportation Demonstration Project in the City of Portland. It is the intent of this proposal to provide an adequate level of air quality review while eliminating time-consuming air quality predictive analyses and allowing for immediate implementation of the Demonstration Project.

PURPOSE OF PROJECT

The proposed Transportation Demonstration Project is being advanced to:

A. Test the feasability of using exclusive bus and high occupancy vehicle lanes on an established freeway in the Portland Metropolitan Area.

B. Lay the foundation for continuing transportation innovation in the Portland Metropolitan Area.

Specific objectives of the Demonstration Project are:

1. Implement the public transportation portion of the Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy (DEQ, April 13, 1973).

2. Provide for carpooling and bus incentives in the corridor, including implementation and use of high-occupancy vehicle lanes (express bus and carpool), plus park and ride lots and preferential ramp control as needed.

3. Reduce traffic congestion on the Banfield Freeway and adjacent arterial streets.

4. Provide the resurfacing of the roadway.

BACKGROUND

The State of Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy (approved by the Environmental Quality Commission, October 26, 1972) calls for the establishment of Public

Transportation improvements in the Portland area that would result in a "50 percent increase in transit ridership into and out of the Portland Central Business District by June 1, 1975." Included within the program to increase ridership are proposals for Suburban Park-and-Ride Stations and dedicated express busways. None of the designated park-and-ride stations have yet been constructed in the Portland area, and no experience has been gained in the development and operation of dedicated transit lanes. Some supplemental park-and-ride lots (existing parking lots designated and advertised by Tri-Met as park-and-ride stations) have been established in the Portland area.

All park-and-ride station/express bus lane proposals included in the Control Strategy were to be completed by June, 1975. Two proposals have been studied in detail, though it is unlikely any of the proposed suburban park-and-ride stations will be in operation or under construction on schedule. This proposal Demonstration Project is one attempt to alleviate this deficiency by providing for immediate implementation of the first high-occupancy vehicle lanes (express bus and carpool) project in the City of Portland.

ELEMENTS OF INITIAL PROJECT DESIGN:

1. Resurface as a maintenance overlay.
2. Development of an additional lane to be used exclusively by high-occupancy vehicles (HOV) from 82nd Avenue westbound to Holladay, and 39th eastbound to 82nd Avenue, by restriping within the existing roadway.
   a. Lane widths to be approximately 11 1/2'.
   b. Parking shoulders will be removed and emergency parking bays will be constructed within existing right-of-way or easements.
   c. GM safety rail will be installed in the median and shoulders

at bridge columns, walls, etc.

d. Widening eastbound from 42nd Avenue to 47th Avenue, within the right-of-way to provide for the development of the HOV lane.

3. Overhead signing will be provided for designation of high occupancy vehicle lane.

4. Extensive public relations campaign to increase HOV usage.

OPERATION ALTERNATIVES

Alternatives within the demonstration project are as follows:

1. Define high occupancy vehicle:
   a. Two or more passengers per vehicle.
   b. Three or more passengers per vehicle.
   c. Present conditions:
      1. Two or more passengers = 23.6%
      2. Three or more passengers = 4.2%

2. Access Ramp Control
   a. No control
   b. Limit access to HOV's
      1. Selected ramps
      2. All ramps
      3. Time of Access Limitation
         a. 24 hours
         b. Peak hour
         c. Other

INTERAGENCY COORDINATION:

Interagency coordination will be conducted to provide project guidance and to provide project monitoring.

Because of the number of agencies involved in the project, OSHD proposes the formation of a Project Advisory Committee made up of one representative from each of the following agencies or groups: OSHD, DEQ City of Portland, Tri-Met, Multnomah County, Business Interests, and Public Interests. The committee will meet approximately once a month for the duration of the project. Tasks will include review of progress reports and the coordination of interagency activities.

For the reivew of air quality and operation of the facility during upset or episode conditions, OSHD proposes the preparation of an inter-agency agreement between OSHD and DEQ. Proposed areas of the agreement will include:

A. Air monitoring procedures.

B. Traffic monitoring procedures.

C. Collection, exchange and review of data.

D. Preparation of an operations plan.

E. Provision of adequate notice to either agency in the event of a proposed project revision by OSHD or DEQ.

F. Return of the corridor to its existing configuration in the event of significant air quality violations.

AIR MONITORING ACTIVITIES:

Air Monitoring will be provided to:

A. Determine ambient air quality levels in the project corridor prior to construction.

B. To help determine the air quality levels as a result of project implementation.

Location of monitoring stations will be at key areas along the freeway corridor and/or paralleling surface streets, to be determined as needed.

Data summaries will be prepared throughout the life of the project.

TRAFFIC MONITORING ACTIVITIES

Traffic monitoring will be provided as the basis for project evaluation. Work will be jointly conducted by the Oregon State Highway Division and the City of Portland.

Traffic counting will be performed on a continuous basis at several key locations. Other periodic counts may be made as necessary before and after the implementation of an element of the Demonstration Project.

In addition to traffic counts, traffic speeds will be measured before and after the implementation of an element of the Demonstration Project. Speeds will be measured by "floating" a vehicle in the traffic stream during peak and off-peak traffic periods. During peak periods, more than one floating vehicle may be used to determine the variation of speed through the peak hour and on paralleling arterial streets.

ELEMENT 4, Project Implementation:

Project implementation will be highly accelerated in an effort to begin project construction by July, 1975.

7259

R

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project U-323(-)
Union Avenue-82nd Avenue (Banfield Freeway)
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's January 30, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on those items listed above. The proposed standards, designs and other specific details contained in the assessment will be subject to future review.

William H. Kyppus
for G. L. Green

Attachment
Project Assessment

L. L. [illegible]

2-10-75
Rulien - Please handle.

RECEIVED
FEB 10 1975
OFFICE OF
STATE HIGHWAY ENGINEER

2-10-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
STATE HWY ENG.
FEB 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act ✓

8257

2-6-75

R

BANFIELD FREEWAY (I-80N)
HIGH OCCUPANCY VEHICLE LANES
DEMONSTRATION PROJECT
AIR QUALITY REVIEW PROPOSAL

Submitted to Oregon Department of
Environmental Quality

Prepared by:

Oregon Department of Transportation
Planning Section

February 6, 1975

NOTED
R. L. SCHROEDER

INTRODUCTION

The Oregon Department of Transportation herein proposes an alternative method of evaluating the air quality impacts associated with a proposed Transportation Demonstration Project in the City of Portland. This proposal is presented in lieu of standard review procedures set forth in Department of Environmental Quality Rules for Indirect Sources and Maintenance of Air Quality Standards. It is the intent of this proposal to provide an adequate level of air quality review while eliminating time-consuming air quality predictive analyses and allowing for immediate implementation of the Demonstration Project.

PURPOSE OF PROJECT

The proposed Transportation Demonstration Project is being advanced to:

A. Test and report on the feasibility of using exclusive bus and commuter lanes on an established freeway in the Portland Metropolitan Area.

B. Evaluate the need and consequences of such a facility.

C. Lay the foundation for continuing transportation innovation in the Portland Metropolitan Area. Specific objectives of the Demonstration Project are:

1. Provide the resurfacing of the roadway.

2. Conduct mass transit and carpooling feasibility studies in the corridor, including implementation and testing of high-occupancy vehicle lanes (express bus and carpool), park and ride lots and ramp metering.

3. Develop, implement and evaluate a prototype air quality and traffic monitoring process for the proposed I-205 Freeway.

4. Reduce traffic congestion on the Banfield Freeway.

5. Further implement the public transportation portion of the Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy (DEQ, April 13, 1973).

A description of the proposed Demonstration Project and expected environmental impacts are contained in the Porject Environmental Assessment appended to this proposal.

PROPOSED SUSPENSION OF INDIRECT SOURCE RULES

The State of Oregon Clean Air Act Implementation Plan, Portland Transportation Control Strategy (approved by the Environmental Quality Commission, October 26, 1972) calls for the establishment of Public Transportation Improvements in the Portland area that would result in a "50 percent increase in transit ridership into and out of the Portland Central Business District by June 1, 1975". Included within the program to increase ridership are proposals for Suburban Park-and-Ride Stations and dedicated express busways. No park-and-ride stations have been established in the Portland area, and no experience has been gained in the development and operation of dedicated transit lanes. Some supplemental park-and-ride stations (existing parking lots designated and advertised by Tri-Met as park-and-ride stations) have been established in the Portland area, but their effectiveness in reducing air pollution has not been evaluated by the Department of Environmental Quality.

All park-and-ride station/express bus lane proposals included in the Control Strategy were to be completed by June, 1975. At least two proposals have been studied in detail, but the review process is lengthy and it is unlikely any of the proposed suburban park-and-ride stations will be in operation or under construction on time. The proposed Demonstration Project is an attempt to alleviate this deficiency by providing for immediate implementation of the first high-occupancy vehicle lanes (express bus and carpool) project in the City of Portland.

In an effort to expedite the implementation of the proposed Demonstration Project, the Oregon Department of Transportation proposes the approval of the following air quality review elements in place of the existing Indirect Source Rules.

ELEMENT 1, Interagency Coordination:

Interagency coordination will be conducted to provide project guidance and to provide project monitoring by DEQ.

Because of the complexity of the proposed project and the large number of agencies involved in the project design and implementation, ODOT proposes the formation of a Project Advisory Committee made up of one representative from each of the following agencies or groups: ODOT, DEQ, City of Portland, Tri-Met, Multnomah County, ~~Business Interests~~, and ~~Public Interests~~. The purpose of the committee will be to advise ODOT on design, operation, monitoring and enforcement aspects of the project. The committee will be formed by _____, 1975 and will meet once a month for the duration of the project. Tasks will include review of monthly progress reports and the coordination of interagency activities.

For the review of air quality impacts and orderly operation of the facility during upset or episode conditions, ODOT proposes the preparation of interagency agreements between ODOT and DEQ. Proposed areas of agreement include:

A. Formalization and approval of air monitoring procedures.

B. Formalization and approval of traffic monitoring procedures.

C. Collection, exchange and review of data.

D. Preparation of operations plan for upset or episode conditions.

E. Provision of adequate notice to either agency in the event of a proposed project revision by ODOT or revocation of permit to construct by DEQ.

Failure to comply with interagency agreements in any of the above areas could constitute grounds for permit revocation and return of the corridor to its existing condition.

ELEMENT 2, Air Monitoring Activities:

Air monitoring will be provided to:

A. Determine ambient air quality levels in the project corridor prior to construction.

B. To help determine the change in air quality as a result of project implementation, the later item is proposed in lieu of detailed predictive analyses.

Work will be contracted on a competitive or negotiated bid basis. The request-for-proposal, and invitation-for-bid process will be open for review and DEQ participation will be solicited. The following is a description of the preliminary project monitoring concept.

Air monitoring will be performed on a continuous basis at no less than one permanent monitoring station along the freeway corridor before and after project construction. Monitoring shall include:

A. Carbon monoxide

B. Nitrogen dioxide and nitric oxide

C. Hydrocarbons (total and reactive)

D. Wind speed and direction

Additional continuous carbon monoxide monitoring stations and/or grab sample sites can be located at key areas along the freeway corridor or paralleling surface streets as needed.

Weekly and monthly data summaries will be prepared throughout the life of the project. Provision will be made to provide DEQ with real time observation potential during periods of air stagnation or extreme traffic congestion.

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A. Determine ambient air quality levels in the project corridor prior to construction.

B. To help determine the change in air quality as a result of project implementation, the later item is proposed in lieu of detailed predictive analyses.

Work will be contracted on a competitive or negotiated bid basis. The request-for-proposal, and invitation-for-bid process will be open for review and DEQ participation will be solicited. The following is a description of the preliminary project monitoring concept.

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C. Hydrocarbons (total and reactive)

D. Wind speed and direction

Additional continuous carbon monoxide monitoring stations and/or grab sample sites can be located at key areas along the freeway corridor or paralleling surface streets as needed.

Weekly and monthly data summaries will be prepared throughout the life of the project. Provision will be made to provide DEQ with real time observation potential during periods of air stagnation or extreme traffic congestion.

ELEMENT 3, Traffic Monitoring Activities:

Traffic monitoring will be provided as the basis for project evaluation and revision. Work will be jointly conducted by the Oregon State Highway Division and the City of Portland.

Traffic counting will be performed on a continuous basis at several key locations (such as river crossings) and on key traffic lanes (such as express bus lanes). Other periodic counts may be made as necessary before and after the implementation of an element of the Demonstration Project. Depending on the location and purpose of the traffic count site, hourly or daily summaries can be prepared.

In addition to traffic counts, traffic speeds will be measured before and after the implementation of an element of the Demonstration Project. Speeds will be measured by "floating" a vehicle in the traffic stream during peak and off-peak traffic periods. During peak periods, more than one floating vehicle may be used to determine the variation of speed through the peak hour and on paralleling arterial streets.

Finally, vehicle occupancy rates will be monitored before and after the implementation of an element of the Demonstration Project by visual observers placed at key entrances and/or exits on the freeway and/or paralleling arterial streets.

ELEMENT 4, Project Implementation:

Project implementation will be highly accelerated in an effort to begin project construction by July 7, 1975. The following chart shows the current estimated implementation schedule.

Anthony J. George
2/6/75

BANFIELD HIGH-OCCUPANCY VEHICLE LANES

	February	March	April	May	June	July	August	
Approve Assessment Prepare Draft Negative Declaration	3 4 — 28							
Review Draft Release Draft		3 — 7 7						
Advertise for Hearing Public Hearing		10	10 10					
Comment Period Prepare Final Negative Declaration			10 — 21 22	2 7				
Process and Approve by FHWA Form Project Advisory Committee		2 — 7						
Advertise Bids Construction				12	2	7 — 9/7		
Proposal to DEQ	6							
EQC Meeting Requests for Proposals 1/	21	21	4					
Award A/Q Contract Begin to Monitor				1	3			

1/ For Air Quality Contracts.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 23, 1975

A. PROJECT IDENTIFICATION

Name of Project Union Avenue-82nd Avenue (Banfield Freeway)
(Section)

Location of Project - Columbia River Highway (2) US 30
(Highway Name) (Highway No., US - ORE)

Portland Multnomah METRO
(City) (County) (Region)

Program (Urban Funds) $1.5 million 626-1403
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provisionally upgrade existing facility with new pavement overlay, installation of GM-median barrier, restripe for 6 & 8 lane sections (presently 4-6 lane), providing two exclusive high-occupancy lanes, resigning, and a selective preferential ramp-control system.

Origin and History: The proposal has been initiated in response to a continuing interest by the public and concerned agencies to alleviate a portion of the peak-hour congestion in the Banfield corridor by providing incentives for use by high-occupancy vehicles.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately 5 miles

Termini Union Street to 82nd Avenue

Alignment (new or existing) Existing

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Minimal: to provide emergency parking turnout (for west bound lanes). Owned by Union Pacific Railroad.

Typical Section Approximately 11' to 12' travel lanes with 4' median section (no shoulders):

Bikeway None

Structures None

Additional Facilities Several emergency parking turnouts, approximately 15' x 250' spaced roughly every ½ mile.

Access Control Preferential ramp-control system at selected on-ramps consisting primarily of manual barriers, to be utilized during peak-hours, as necessary.

Materials None

Borrow and Waste Disposal None

Special Construction Methods Staging of construction is critical, requiring night-only work to minimize day-time traffic delays.

Characteristics (ADT) Approximately 100,000 for week-day average; lane volumes average roughly 1900-2100 vehicles during daily peak-hours.

Other General Information (or Supplemental information to items) The proposal is to be viewed as an interim solution, to help solve the peak-hour congestion problem in the Banfield corridor. It neither forcloses any future options within the corridor nor disobviates the necessity for providing a long-term solution.

Project Sketch Map is Attached: ☑ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

-- Design options in the proposal primarily are concerned with the reversable nature of the improvement itself. That is to say, the facility could be restriped at any time to reinstate the present configuration of lanes.

-- Additionally, there exists the possibility of implementing the proposal without the ramp-control devises.

-- Promotion of several park & ride lots (already in existances) may be considered, as intentive to utilize the exclusive lanes.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Preliminary coordination with the city, county, Tri-Met & CRAG has been undertaken.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Ongoing coordination with the above agencies will continue.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None directly anticipated. A promotional program advising users of the changes in facility operation will be undertaken, after the final statement is released.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	OSHD Date	FHWA Status	FHWA Date
☐ Survey Authorization	_____	☐ Systems Planning	_____
☐ Reconnaissance	_____	☐ Prel. Engineering	_____
☐ Field Location	_____	☐ Corridor Approval	_____
☐ Office Location	_____	☐ Design Approval	_____
☐ Field Prel. Design	_____	☐ Plans, Specifications and Estimates Approval	_____
☐ Office Prel. Design	_____		
☐ Final Design	_____		
☐ Contract Plans	_____		

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The general topography of the project area consists of gently rolling terraces sloping westerly toward the Willamette River. A group of small volcanic intrusions project above the terraces. Those nearest the project are Rocky Butte to the east and Mt. Tabor to the south. The project itself lies within a natural drainage depression called "Sullivan Gulch." The depression runs in a meandering fashion from Rocky Butte westerly to the Willamette River. "Sullivan Gulch" has long been utilized as a natural-grade transportation route between the Willamette River and the Columbia River flood plain to the east.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The cultural setting is primarily intensively developed urban, within the city of Portland. The land immediately to the south of the corridor is principally mixed residential/commercial. Land to the north is basically mixed industrial/commercial. The Union Pacific Railroad parallels the facility to the north with a main line and a spur that serve the industrial area.

The Banfield Freeway corridor has not been monitoried to see if existing air quality is exceeding the ambient air quality standards. Past air monitoring and prediction studies have shown that freeway corridors in Portland with lesser volumes of traffic are presently exceeding ambient standards at significant distance (0-500') from the roadway under worst case meteorological conditions.[1,2,3,4] (cont. page 5A)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Minimal - to provide several 250 x 15 foot emergency parking turnouts roughly every ½ mile (on north side of facility only). These can be provided by easements in lieu of actual purchase.

Consequences:

Negotiations with Union Pacific Railroad necessary, but no major difficulty anticipated.

2. Estimated Changes in Traffic Patterns:

Initial adjustment period to orient drivers to the use of an exclusive lane. With ramp closures, division of some traffic to local arterials.

Consequences:

Range from initial inconvenience to a reorientation of route selection, based on ramp closures during periods of the peak hour. Greater use of the facility by carpool and transit riders. Decrease in travel time for peak hour commute trips.

Page 5A

CULTURAL (cont): Extrapolation of this data to the Banfield corridor would indicate that worst case ambient air levels for carbon monoxide, reactive hydrocarbons and possibly nitrogen dioxide are also consistently above standards.

[1]I-505 Study Air Quality Report

[2]Mount Hood Freeway Study Air Quality Report

[3]I-205 Freeway Study Air Quality Report

[4]West Portland Park and Ride Study Air Quality Report

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

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4. Expected Adverse Effects on Natural Ecological Resources:

Possible air quality impacts.

Consequences:

---

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

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6. Preliminary Identification of Areas of Critical Environmental Concern:

Potential air quality concern.

7. Potential for Controversial Issues:

a) Controlled access during peak-hour.

b) Weave problems associated with movement to and from the exclusive lanes.

c) Effects of subsequent traffic being diverted to local arterials during peak hour.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

--OSHD studies and coordination with State DEQ will determine the consistency of the project on corridor air quality implementation plans. An air monitoring program will be established to determine the effects of the proposal.

b. Noise Standards

--Project will not likely affect noise conditions within the corridor.

c. Water Quality Standards

N.A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist	X		
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer		X	
Cultural Geographer			
Urban Planner	X		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

None

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

None

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

Typing & graphics for statement required.

REGION -
(Environmentalist, Resident Engineer)

--Metro Environmental Planner will assist and coordinate with project manager in all phases of project development.
--Metro Design Section and Traffic Analysis personnel will assist in various stages of the project.

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

NOTE: According to Chapter I of Title 23 CFR, Part 771, this project is deemed a major action which is not anticipated to have a significant impact upon the quality of the human environment or a magnitude to require the processing of an EIS.

81.125.1307

8521

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 5, 1975

Portland, OR 97213

FILE: Case file 75-1

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield high-occupancy lanes

TO: MEMO TO THE FILES

I presented reconnaissance data on the subject proposal to Doug Wright, Bill Dirker, Don Bergstrom and Dick Spear of the City of Portland, George Palmer of Multnomah County, and Bill Hall and Mike Kyte of Tri-Met, on January 30.

Concerns evolved from the City of Portland on the closure or ramp metering, or controls proposed for ramps, and subsequently what effect those efforts would have on the local City streets. The City questions the number of vehicles directed to local streets. I advised it would appear we would be diverting in the neighborhood of 1000 cars per hour to the local City streets, which could probably accept 300 or 400 cars. The City's position is to favor the busway without ramp controls tied to the initial proposal.

Tei-Met again expressed concerns. The weaving at the end of the high-occupancy lane at Holladay through the traffic would be about the current level without ramp controls. Hall nor Kyte could give me the lane volumes by which they felt busses could operate successfully. Tri-Met can divert not more than ten busses to the high-occupancy lane until such time as they receive 100 additional busses, in about eighteen months. There does not seem to be justification for a major consideration for the busses (10) as it relates to the impact of controlling the ramps and diverting that additional traffic to local City streets which are currently within 100 or 200 vehicles of their capacities.

The City also pointed out that under the proposal, ramp closures based on downstream traffic congestion, the closer in streets would be those where the effect of ramp metering would be felt. But the problem would be caused by the additional traffic from the outer areas, probably justifying ramp controls on all ramps, if any ramps.

The present Tri-Met operation is based on traffic congestion on local streets and the Banfield, with supervisors directing busses to the route with the least congestion. Any improvement in the use of high-occupancy vehicles enticed by the high-occupancy lane would relieve traffic from the entire corridor, therefore assisting the flow of the busses.

NOTED
R. N. BOTHMAN

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81-125-1387

Bergstrom felt that any relief of traffic on the Banfield, anything creating more free flow, would entice additional traffic from the City streets to the Banfield. As an example, it is currently shown that traffic is making a decision at Halsey and the Banfield as to whether to take local streets or the Banfield, based on the traffic on the Banfield. What Don is saying is, the City street volumes and the Banfield volumes will seek an equal level based on the level of service to the entire system. At the current time, the system is operating at a near "F" level of service.

General concensus, with the exception of Tri-Met, seemed to be that the proposal would fly if no ramp control was proposed, initially.

DEQ concerns were related by Gary Waltenbaugh that being to any increased capacity created by the project.

It would appear that the entire project is based on the success of luring additional high-occupancy vehicles. If that occurs, there will be a reduction in the overall total vehicles in the corridor, and a subsequent reduction in air polution, both due to the reduction in vehicles and the reduction of slow vehicles.

The next step necessary at this point is to modify and finalize the draft proposal for the Banfield high-occupancy lane and present that to the various agencies involved, to determine if they would go or not go with the proposal.

ebg

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. E. Royer
J. H. Versteeg
L. W. Rulien
Gary Potter

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: F. B. KLABOE
Administrator

DATE: January 29, 1975

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield high-occupancy lanes

RECEIVED
JAN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I recommend your concurrance with Bob Royer's proposal to proceed with the subject project as a "demonstration project" as proposed in his letter to George Baldwin on January 17th. This is subsequently recommended by Tony George in his letter of January 22nd after meeting with DEQ.

NOTED
E. S. HUNTER

The DEQ staff did indicate that air quality studies could be bypassed if a comprehensive monitoring and evaluation program was included in the proposed project.

Therefore, rather than attempting to spend a substantial period of time developing the project and then attempting to project air quality, a demonstration project would proceed on the basis that it would be monitored,and based on that monitoring, subjected to either continuation or discontinuation.

Both DEQ and the County have indicated their request that the project be drafted in such a way as to allow further experimentation with either positioning of the exclusive lane or metering of the ramps as well as the possibility of reverting back to the original lane designations based on the outcome of the monitoring.

If your decision is to proceed on the basis of the demonstration project, I believe we could handle that in the Metro Section as an operational function, depending on the various sections in Salem to evaluate the data as it develops.

The project has been developed to the point that we now need a "go" or a "no go", and initiate the A95 process. We are at the point that some type of meeting of the minds between the County, City and State has to occur.

Due to the timing of the process as we have now layed it out, the Rose Festival in June, and the 4th of July holiday, I recommend construction, that being the overlay, begin the 7th of July.

ebg

cc: R. L. Schroeder
R. E. Royer
L. W. Rulien
J. H. Versteeg
Gary Potter

RECEIVED
JAN 29 1975
PROJECT MANAGEMENT SECTION

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Mark Bovee
Plan Development Supervisor

DATE: January 22, 1975

FROM: Tony George
Environmental Engineer

SUBJECT: Banfield Freeway Demonstration Project

On January 21, 1975, Newt Andrus, Gary Waltenbaugh, Wally Hibbard and I met with Carl Simons and Harold Patterson of the Department of Environmental Quality (DEQ) to discuss the Banfield Freeway Demonstration Project. We gave them a brief history and description of the project and our reasons why the project would not conveniently fall within existing inter-agency study procedures.

We specifically quizzed them on the possibility of eliminating detailed air quality studies in advance of project implementation in favor of providing a comprehensive traffic and air quality monitoring and evaluation program during the course of the project. It was pointed out to DEQ that the Environmental Quality Commission (EQC) had already approved such a project in concept by specifically including proposals for park and ride lots and high occupancy vehicle lanes in the Downtown Portland Control Strategy. The consensus opinion of the DEQ staff was that preliminary air quality studies could be bypassed if a comprehensive monitoring and evaluation program was included in the proposed project and if such a proposal were approved by the EQC.1/ The DEQ staff advised us that the EQC met on the third Friday of each month and that a proposal had to be submitted very early in February to make the agenda for that month's meeting. The DEQ staff did recommend that a proposal be submitted as soon as possible.. The characteristics of the proposal breifly should be:

1. Specifically describe the progression of events that will occur during the course of the project--What will be done by whom in what order.

2. Include an air monitoring element which will adequatly record ambient air quality levels and changes in air quality that may result from the DEMONSTRATION PROJECT.

3. Include a traffic (volume and speed) and vehicle occupancy monitoring element to provide data that will verify or disprove the various assumptions concerning the operation of the facility.

1/ A monitoring and evaluation phase would have been required in any case. They agreed that since this was a DEMONSTRATION PROJECT we could eliminate the normal prediction air quality impacts.

81.125.1367

4. Establish a staff coordinating process between ODOT and DEQ with specific staff responsibilities identified.

5. Describe the enforcement element--that is, how will the integrity of the DEMONSTRATION PROJECT be maintained. How long will we allow an apparently unsuccessful element of the project go on before we try something else or before we restripe back to the original configuration? How will we handle the situation if the air monitoring data shows we are violating standards? What will we do if it is obvious that the project is not working because motorists are not cooperating?

I have editorialized on the above items in an effort to expand on the thoughts and concerns of the DEQ staff. They made it very plain that they would be interested in exactly how the air quality and traffic characteristics were changed by the project and what would occur if the changes were unacceptable to DEQ. Also, they were concerned about possible changes on surface streets in the vacinity of the freeway.

My personal feeling is that the proposal submitted to the EQC should be comprehensive (e.g. we spell out all of the ways that we will coordinate with DEQ) but not excessively detailed about how we will do the project. We should provide DEQ the opportunity to comment on or suggest changes in the DEMONSTRATION PROJECT.

Gary Watenbaugh indicated he would meet with Bob Bothman to describe the meeting and discuss how to proceed.

I would be happy to answer any questions.

TG:bp
cc: Paul Norris
Gary Potter

STATE OF OREGON
Department of Transportation

- GARY W. FILE

TO: George Baldwin
Director

DATE: January 17, 1975

FROM: Robert E. Royer
Planning Manager

return form.

SUBJECT: Banfield Freeway High-Occupancy Vehicle Lanes

After recent discussions on the subject proposal, we have formulated some thoughts that we would like to pass along to you.

It appears that the proposal does not lend itself well to study and implementation under the established Oregon Action Plan process. The Action Plan process requires many things, including performance of air quality and traffic studies on the alternate proposals for the project. The present project implementation schedule does not allow the time necessary to perform these studies adequately. If these studies are not performed properly, they may not meet the requirements of the indirect source regulations of the Department of Environmental Quality.

As an alternative approach, our suggestion is to designate the proposal as a DEMONSTRATION PROJECT. This would identify what the project really is and could eliminate much of the study work required prior to implementation of the project. The following are some actions that could be taken to accomplish this.

1. Promote the DEMONSTRATION PROJECT as experimental in nature and something that is not suitable for study under the normal process.

2. Arrange to meet with DEQ to explain the DEMONSTRATION PROJECT and to obtain a variance in their indirect source regulations. NO! Our proposal could be to set up an air monitoring network and serve as a pilot program for the I-205 air monitoring network and serve as a guarantee that ambient air quality standards NO! would not be violated during the course of the demonstration period. We should also guarantee that if a demonstration project does not result in increased transit use and reduced congestion and air pollution then the corridor would be returned to its original state.

3. Attempt to obtain the concurrence of FHWA in this change in approach. We could then focus on implementation of the DEMONSTRATION PROJECT rather than studying something that cannot be defined until it is built and tested.

4. Consolidate the management of the DEMONSTRATION PROJECT in one office from start to finish. The selection of Bob Bothman is a good one and should be taken.

5. Make ODOT Planning Section personnel available on a support basis only. The Environmental Section and/or Metropolitan Office should carry out the design and purchase of traffic and air monitoring equipment along with the other design and construction elements of the DEMONSTRATION PROJECT.

It appears that a lot of study work would be eliminated if we follow this course of action. The focus could then be on implementation of the project and the monitoring of its success or failure thereafter.

MB:bp
cc: F. B. Klaboe
Bob Bothman
Gary Potter

8059

STATE OF OREGON

INTEROFFICE MEMO

Klabe

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JAN 24'75
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DATE: January 21, 1975

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: BANFIELD HIGH-OCCUPANCY LANE
Case File 75-1

NOTED
A. E. JOHNSON

I met with Mike Kyte of Tri-Met to review his attached memorandum on the "Analysis of Proposed Banfield Exclusive Lane."

The expression by Mike was as expressed in the "Summary" of the attached memorandum, negative. The Tri-Met busses have resolved the Banfield congestion problem by diverting to adjacent streets, mainly Sandy. They are operating a satisfactory level on those streets at the present time. The result of any disincentive to the auto in the Banfield right-of-way will cause the traffic to divert to Sandy, and have a negative effect to the busses operating on that route.

The concern with the Holladay off-ramp, and bus weave, is based on, as explained in the memo, traffic volumes and stop-and-go situations that now exist. My proposal would be to establish the level of vehicles in the auto lanes at 1600 peak hour, which would provide adequate maneuvering room for the busses to make their weave.

The analysis of the proposal by Tri-Met, I believe, relates strictly to the use of the high-occupancy lane as it affects the eleven or twelve busses which would be operating in the hour and a half period. This means there might be eight busses operating in that lane during the peak hour, as compared to the current operational characteristics of about 2000 autos in a peak hour per lane. I see no foundation for the analysis that the proposed transit lanes would not improve service. In fact, even though the saving is only four minutes as outlined in the summation, I believe that has sufficient significance to initiate the project, when subjected to the 120,000 to 140,000 people utilizing that corridor.

One of the alternatives is a ramp control to monitor and maintain servicable vehicle lanes in order to allow the bus lanes; this is as I have proposed.

The second alternative of running the busses in the curb lane, to Tri-Met's knowledge, has never been tried in the nation, at this point, although the center lanes have been tried at several locations. I do not believe that a metering system to allow autos to enter the freeway only when the busses are not present is a reasonable alternative.

ag 1/23/75

NOTED
F. B. KLAB

81-125-1387

It would be desirable to improve the ramp access to the high-occupancy lane. However, at this point in time we are talking about. an immediate implemenation project and not a long-term, high-cost, implementation program.

In my opinion, there seems to be some hesitancy on the part of Tri-Met to endorse this proposed, exclusive lane project, because the bus company would not be able to provide busses to utilize the facility. I believe that is a true statement, and the initial use or success of the high-occupancy lane will be based on the auto, with support from busses. That support can be increased as Tri-Met has busses available to place in the system.

I also believe that park and ride stations, as discussed, are essential to support the high-occupancy vehicle lane. That will be included as part of the proposal.

pq

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Robert Royer
J. H. Versteeg
L. W. Rulien
Gary Potter

M E M O R A N D U M

To: Bill Hall

From: Michael Kyte

Date: January 21, 1975

Subject: Analysis of Proposed Banfield Exclusive Lane

1. Summary

The Oregon Department of Transportation has proposed the implementation of an exclusive High Occupancy Lane on the Banfield Freeway. The proposed lane, unfortunately, will not provide a significant travel time saving to bus riders and will in fact cause significant operational hazards to buses utilizing the lanes.

2. Description of the Proposal

The Oregon Department of Transportation has proposed the implementation of an exclusive High Occupancy Lane on the Banfield Freeway. By restriping and repaving the existing roadway, a High Occupancy Lane can be provided westbound from 82nd Avenue to Holladay Street (about three miles) and eastbound from 39th Avenue to 82nd Avenue (about two miles). The HOV lane would be 11.5 feet wide and would be located in the center of the roadway with one foot clearance to the median barrier. The current number of auto travel lanes would be continued but all shoulder lanes would be eliminated. Emergency parking bays would be provided every 2000 feet.

Three Tri-Met lines (#17, #18, and #44) currently utilize the Banfield Freeway between 82nd Avenue and the Lloyd Center, including twelve in the westbound direction during the morning peak period (7:00 AM-8:30 AM) and twelve buses eastbound during the evening peak period (4:00 PM- 6:00 PM). Often in peak periods during congestion on the freeway, these buses are diverted to Sandy Boulevard.

3. Analysis of the Proposal

Successful exclusive bus lanes now in operation in this country have two important features: a relatively long length (at least five miles) and ease of access and egress. The proposed Banfield lanes have neither.

a. "East of Access and Egress". All buses on Lines #17, #18, and #44 currently enter the freeway westbound at 82nd Avenue and exit at Holladay Street, thus potentially utilizing the complete length of

...ould be eliminated. ... in the curb
...Avenue, and 37th Avenue on-ramps ...off-ramp and metering or clo-
...-ramps could be metered to allow autos to ...-y only when buses were not present at the ramp
... or closed to all but High Occupancy Vehicles.

the exclusive lane. As currently proposed, the exclusive lane will cause buses exiting the freeway at Holladay Street to cross three lanes of slow-moving (peak hour) auto traffic, an extremely hazardous maneuver. If auto traffic has completely stopped (a fairly common occurrence in the morning peak period), buses would not be able to exit the freeway at Holladay Street.

b. "Relatively Long Length". The proposed bus lanes are between two and three miles in length. The San Bernardino Busway in Los Angeles is approximately 11 miles, while the Shirley Busway in Washington, D.C. is nine miles.

c. Travel Time Savings. Buses utilizing the lanes could save a maximum of four minutes of travel time over three miles in the westbound direction and a possible two minutes in the eastbound direction (see Table). The exit maneuver and the resulting auto conflict in the westbound direction would eliminate most of the expected time savings. In the eastbound direction, the exclusive lane would begin downstream from the point of major traffic congestion (39th Avenue off-ramp). Buses now running in mixed traffic travel at nearly the same speed as would buses utilizing the exclusive lane.

With the proposed lane configuration, travel time savings could increase if buses continued on the freeway past the Holladay Street ramp. However, this would eliminate transit service to the Lloyd Center, a major regional center. We are currently investigating routing buses to downtown without restricting service to Lloyd Center.

4. Some Alternatives

As proposed, it will be extremely difficult to improve transit travel with the exclusive lane. Some alternative designs that might make the lane feasible include:

a. Center Lane, Ramp Metering or Closure. If the on-ramps at 57th Avenue, 39th Avenue and 37th Avenue are metered or closed during the morning peak period to allow smooth auto flow between 39th Avenue and Holladay Street (level of service D, approximately 1600 vehicles per hour per lane), buses would be able to safely and efficiently exit the freeway at Holladay Street.

b. Curb Lane, Ramp Metering or Closure. If buses ran in the curb lane, the exit problem at Holladay Street would be eliminated. However, closure of the 42nd Avenue off-ramp and metering or closure of the 57th Avenue, 39th Avenue, and 37th Avenue on-ramps would be necessary. On-ramps could be metered to allow autos to enter the freeway only when buses were not present at the ramp merge point or closed to all but High Occupancy Vehicles.

c. Transit Off-Ramp at Holladay Street. If a ramp were constructed from the exclusive lane to Holladay Street, the operational problems of the proposed lane would be eliminated.

MK:sg

STATE OF OREG N

INTERC ICE MEMO

59

TO: MEMO TO THE FILE

DATE: January 20, 1975

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield high-occupancy lane

I reviewed the assessment made of the subject project by Gary Waltenbaugh.

The following items were discussed as needing further clarification:

1. Attempt to obtain assignment of a planner from Tri-Met to work directly with Gary, preferrably Bob Post.

2. Include a park and ride site as the element of the overall Banfield high-occupancy lane, somewhere near the end of the project, such as the Fred Meyer site.

3. Proceed with the project as a demonstration project, or simularly entitled, provide for monitoring for the purpose of determining it's continuation based upon it's success.

4. Public participation in accordance with the Action Plan should be initiated promptly, that is, to establish an advisory committee including the County, City, Tri-Met, a citizen neighborhood member, and a business member.

5. Initial contact with the railroad should be made insofar as acquiring right-of-way for the turnouts.

Otherwise, the general assessment, as initially drafted by Gary, seems appropriate and should be finalized.

ebg

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. E. Royer
J. H. Versteeg
L. W. Rulien
Gary Potter

RECEIVED
STATE HWY ENG.
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NOTE:
F. B. KLABOE

25-1387

8959

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 10, 1975

Portland, OR 97213

FILE: case file 75-1

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Banfield high-occupancy lane

TO: MEMO TO THE FILE

I presented the subject report of December 1974 to Dave Hupp and George Palmer of Multnomah County.

Dave Hupp presented the following concerns on behalf of Multnomah County:

1. That the Highway Division detail the process and "hoops and loose ends" to be followed in implementation of the high occupancy lane.

2. That the Highway Division thoroughly address the safety problems inherent with the 11' lanes and weaves, with specific reference to the increased accident potential with the 11' lanes and no shoulder. Suggestions were made to contact California for information on freeways in the Los Angeles and Oakland areas, as far as accident rates on narrow lanes and freeways without shoulders is concerned.

3. A statement by the Highway Division of it's course of action in the event the high-occupancy lane either fails due to usage, or operation, and whether the Department would consider ramp closures as an alternate, or a right-hand shoulder, high-occupancy lane, etc. In other words, a statement on the part of the Division as to the flexibility of the proposed high-occupancy lane. The suggestion was made that two approaches could be made to defining the 39th Avenue-Union Avenue eastbound section insofar as not being able to provide a high-occupancy lane:
   a) develop the cost to develop a high-occupancy lane (OSHD is doing)
   b) approach the problem as a possible added feature to the initial high-occupance lane from 39th Avenue, east to 82nd Avenue for eastbound traffic. That being, that if it were successful, we would consider projecting the high-occupancy lane to the west.

4. Final clarification requested of the State was agreement with all political identies in order to shoulder the responsibility of a high-occupancy lane, and the potential repercussions as we propose this transit alternative to the auto.

Hupp indicated that he would need replies to these statements in order to properly advise the County Commissioners as to how to react to the State's proposal.

I presented the proposal covering many of the same items as had been covered in previous meetings.

ebg

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cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. E. Royer
J. H. Versteeg
L. W. Rulien
Gary Potter

FORM 81-7J4-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 24, 1974

FILE:

FROM: R.N. BOTHMAN
Metropolitan Engineer

TO: F.B. KLABOE
Administer and State
Highway Engineer

SUBJECT: BANFIELD HIGH OCCUPANCY LANE 1974

Attached proposal represents "quick" idea of possible additional lane for High Occupancy Vehicles on the Banfield which would relieve existing congestion and promote substantial benefit to Carpooling and bus ridership.

bg

cc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
E. L. Hardt

attachment

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DEC 26 '74
REFER TO
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Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
CC Veneteg
No decision as of today 1-2-75

BANFIELD FREEWAY

High Occupancy Lanes

December, 1974

The Banfield Freeway in Portland exceeds design capacity during peak hour volumes causing interrupted flow and inherent environmental conditions.

Arterial streets have a limited surplus capacity to absorb traffic if diverted from the freeway. Diversion of any substantial traffic (i.e. in excess of two hundred vehicles to Sandy and one hundred vehicles to Glisan Street) during the peak hour would cause congestion on the arterial streets.

The critical points of congestion on the Banfield Freeway exist at 58th Ave. on-ramp for in-bound A.M. traffic and at 39th Ave. off-ramp for out-bound P.M. traffic.

Traffic volumes during the week-day peak hours has increased substantially as indicated in the following tabulation of average daily Thursday counts, excluding holidays and adverse weather.

November 1973	93,000 to 97,000
December 1973	88,000 to 100,000
January 1974	83,000 to 90,000
February 1974	91,000 to 92,000
March 1974	90,000 to 91,000
April 1974	94,000 to 99,000
May 1974	98,000 to 106,000
June 1974	104,000 to 107,000
July 1974	103,000 to 105,000
August 1974	104,000 to 108,000
September 1974	101,000 to 104,000

October 1974	101,000 to 103,000
November 1974	97,000 to 102,000

The lane volumes during the two peak hours of morning traffic, at 57th, are 1900 vehicles per hour and the two peak hours of afternoon traffic at 39th 2,000 vehicles per hour. Capacities throughout the section from 82nd Avenue to Union Ave. range from 1600 to 2000 vehicles per hour during the peak hours.

A high occupancy lane is proposed from 82nd Ave. to Holiday Street westbound in addition to maintaining two auto lanes from 82nd Avenue to Sandy and three auto lanes from Sandy to Holiday. Three lanes for mixed traffic would be maintained from Holiday to Union Ave. westbound. A high occupancy lane is proposed from 39th Avenue to 82nd Avenue eastbound in addition to maintaining two auto lanes. Three lanes for mixed traffic would be maintained from Union Avenue to 39th Avenue.

Lane widths would be reduced to 11 1/2 feet on outside lanes, and 11 feet on the interior lane (s). Travel lanes would extend to the curbs, providing no emergency parking area.

A four foot median would be provided throughout the section of exclusive bus lanes. Structure clearances would vary from one foot to three feet behind the curbs.

Assuming 15-20% utilization of the exclusive lanes, assigning multiple occupied vehicles (two riders or more) and busses to that lane, the following vehicle per hour lane assignments would result.

VEHICLE LANE ASSIGNMENT
(1974 Traffic)

AM Peak Hour

Location	Ramp	FWY Total	Auto Lanes	High Occupancy Lane
82nd Ave.	1200	3200	1300	600
57th Ave.	850	4050	1625	800
42nd Ave.	(150)	3900	1550	800
Sandy Blvd.	1100	5000	1370	900
33rd Ave.	400	5400	1480	950
Holliday St.	(700)	4700	1570	0

PM Peak Hour

Location	Ramp	FWY Total	Auto Lanes	High Occupancy Lane
3rd Ave.	300	4050	1350	0
Grand Ave.	200	4250	1420	0
16th Ave.	600	4850	1620	0
33rd Ave.	(400)	4450	1480	0
39th Ave.	(700)	3750	1250	0
42nd Ave.	300	4050	1625	800
57th Ave.	(250)	3800	1500	800
60th Ave.	150	3950	1575	800
68th Ave.	(300)	3650	1425	800
82nd Ave.	(450)	3200	1300	600

Note: (negative off-ramp)

Multiple occupancy (two persons) and buses are proposed for the high occupancy lane due to the current vehicle occupancy distribution on the Banfield during the peak hours. 77% of the vehicles on the Banfield Freeway are single occupied vehicles. A similar study on I-5 at the Interstate Bridge found 82% of the vehicles with a single person. The same two studies found 17% of the vehicles on the Banfield carried two occupants while 14% of the vehicles carried two occupants on the I-5. The number of vehicles on the Banfield carrying three persons were 3% and on I-5, 4%. From these actual studies of vehicle occupancy distribution it is proposed that at least initially, the high occupancy lanes be reserved for vehicles with two or more persons and buses which should provide 15-20% utilization.

The above lane assignments can be provided at the present time without metering on-ramps to the Banfield Freeway. However, proposed in conjuction with the establishment of a high occupancy lane, is a standard for maintaining flow on the Banfield at 1600 vehicles per lane based on a fifteen minute interval (400 vehicles per lane). Closure of the ramps at effected areas would be instituted when the volume per lane reached 1600. The primary ramps which are anticipated to be involved (because of current near capacity on the freeway with the high occupancy lane) would be the 57th Avenue and Sandy ramps for in-bound A.M. traffic, which traffic would be diverted for a period of thirty minutes to two hours to Glisan and Sandy.

Outbound, p.m. ramps anticipated to eventually require metering are 3rd Avenue, Grand Avenue, Union Avenue, 16th Avenue and 42nd Avenue. The proposed ramp closures would be affected by barricading the ramps and diverting traffic onto local streets for a sufficient period to maintain the lane assignments as designated.

Immediate implementation within existing roadway section could provide high occupancy lanes with the following work:

1. Remove and replace existing pavement lane buttons and shoulder markings: $30,000.
2. Relocate existing signing and add high occupancy lane signing 20,000.

Sub-total $50,000.

It would be highly desirable to provide, with the initial opening or as soon as possible thereafter, the following improvements:

3. Construct 100' sections of concrete shoulder barrier for walls and structure columns adjacent to the travel lanes. $30,000.
4. Replace posts and raise median guardrail where required to provide standard height rail throughout section 80,000.

Sub-total $160,000.

To provide for maximum standards within the existing section, the following should be considered:

5. 3/4" pavement overlay $250,000.
6. Provide modifications to existing light poles to provide break-away poles 10,000
7. Provide emergency bays 130,000.

-4 each direction- TOTAL . . . . . $550,000.

In addition to the foregoing, plans should be made to provide for a ramp closure system at 82nd Avenue, 57th Avenue, Sandy Boulevard, westbound at 3rd Avenue, Grand Avenue, 16th Avenue and 42nd Avenue eastbound.

Considered, but not proposed, was installation of GM median rail at a cost of $750,000; a glare screen at a cost of $125,000; and lighting at a cost of $800,000.

The extension of the high occupancy lane, westerly for outbound p.m. traffic, is restricted by structure clearances throughout the section, between Union Avenue and 39th Avenue, precluding an additional lane. Lane volumes do not allow a reduction in the number of lanes in order to designate a high occupancy lane. Ramp closures would be required at 3rd Avenue, Union Avenue, 16th Avenue and 42nd Avenue. The proposal as made does not require these closures, at least initally.

The overlay is proposed "jointly" as a very desirable means to remove existing striping through a critical section, to be delineated into 11' lanes. Existing wheel track rutting is at a critical stage, causing auto handling difficulty and water spray, and hydro-planing. The overlay is required without the proposed high occupancy lanes. The overlay is a greater need with the high occupancy lanes.

# # # # # # # # # # #

9359

K

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1403-100

October 30, 1974
Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Authority for Survey
Union Avenue to 82nd Avenue
Columbia River Hwy.(Banfield)

TO: E. S. HUNTER
Asst. State Highway Engineer
Design

SALEM

NOTED
E. S. HUNTER

Due to the involvement of the Metropolitan section in the construction planning for the Portland area, Ed Hardt referred the attached Authority for Survey to the Metropolitan section to pursue.

As I understand, the original purpose of the Authority for Survey was to place on the "shelf" overlay projects, one each from the five Regions, in the event that there were State monies available for that purpose. I believe the Banfield is the number one priority for Region 1. With the first heavy rain this week, and driving the Banfield daily during the rush hours, it is quite obvious to me that the Division should address the wheel-rutted pavement existing on the Banfield.

There are several priority improvements which are badly needed on the Banfield, and I am asking direction as to how far we shoud go with this initial work, or actually if we should start at all pending development of the Banfield corridor under the CRAG Unified Work Program, as it relates to utilization of the Mt. Hood transfer $. It is my opinion that with the heavy daily traffic in excess of 100,000 since May 1974, that a cost benefit for some type of "quickie" improvement would prove out, considering even that it would be a short range improvement. I imagine it will be several years before an actual construction project will be initiated in the Banfield corridor.

With the average daily traffic at peak hour traffic being what it is, I'm presently planning to propose to restripe for three narrow lanes on the Banfield from the existing three lane section at 39th to 82nd Avenue. This can be accomplished by utilizing two 11-1/2' and one 11' lanes in each direction of traffic. That project would cost approximately $20,000 including removal of existing striping, restriping, and providing concrete median leading edge rail for the structure abutments.

The second priority would be to overlay the section which is badly rutted, most severely in the median lanes, and is causing extreme hazard due both to spray and hydro-planing.

RECEIVED
NOV 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The third priority is to replace the existing guardrail with either metal guardrail or GM rail (perhaps a GM rail on a temporary basis similar to the section laid by the State of Washington which could be removed later for a future project). The existing rail is ineffective, due to the repeated overlays which have reduced the average height, as an example, between Grand Avenue and N.E. 47th to 1.65', or in excess of 10" below current standard. An additional overlay would increase this deficiency. The guardrail maintenance during the 1973-74 fiscal year included $8,843.86 for repairs. The above factors should place a priority and would provide a short term benefit if monies are available.

The fourth priority on the Banfield is to address linear lighting and a substantial headlight glare problem. This can be addressed by two methods, either some type of a glare screen, or some type of linear lighting. The glare screen would actually seem to be the least expensive and perhaps could be included in a GM rail installation. Again, as an excellent safety improvement with a substantial cost benefit due to the high volume of traffic, alignment, and restrictions in the corridor.

The last priority for the Banfield would be to provide minor widening to develop and provide for striping three narrow lanes between 39th and 82nd, providing for emergency shoulder areas between the structures. This also, I think, would be a worthy project if funds were available, even on a short term basis, and if determined to be the deciding factor in whether the narrow three lanes could be provided should be seriously considered.

More exotic measures can be considered, such as selective ramp metering, developing of three two-lane roadways divided by GM rail to facilitate an express, reversible two-lane section for high occupancy vehicles in the peak direction of flow, etc., etc.

In summary, prior to proceeding with funds for survey work on the subject project, I believe consideration should be given to the status of the corridor. It would be my opinion that consideration should be given at this time to developing a project including overlay and GM rail (of a tempory type) which would reap a cost benefit ratio for the motorist. However, if funding is not available I question that more money should be spent, due to the pending corridor study in the near future.

ebg

.8359

R

NOTED
FILE: H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Portland
June 27, 1974

FROM: Robert T. Dunn
Assistant Locating Engineer

SUBJECT: Survey Authorization
Union Ave.-82nd Ave. Section
Columbia River Highway
(Fairfield)

TO: Edward L. Hardt
Regional Engineer

RECEIVED
REGION 1
JUN 27 1974
REGIONAL ENGINEER

As per your request we have prepared an Authorization for Survey for constructing a 1½" overlay on the subject section and median barrier adjustment or construction from Union Avenue to 82nd Street.

Our reconnaissance on this section included checking the existing guard rail construction on the median. This rail is very low due to previous overlays and it is in very poor condition. We attach a copy of the maintenance foreman's research of the rail which gives maintenance costs per year and lists 377 cotton posts and 543 sections of bent rail. The present rail is constructed on posts with spacing of 12.5 feet without our standard blocks. There is approximately 11,000 lineal feet of this median in poor condition.

I feel that action for adjusting rail as is, would not be satisfactory at this date. Considering all of the obligations for safety and proper design, I believe this rail should be removed and replaced with either our standard metal median barrier with 6'9" spacing and blocks or more preferably our standard concrete median barrier.

Our reconnaissance included investigation of structures, seven of which would require the lowering of the asphalt pavement from one to three inches at curb to yield in order to maintain a 15 foot vertical clearance requirement. These structures are located at 27th, 42nd (ped), Halsey, 60th, 74th and 82nd.

I also attach a Xerox copy of the reconnaissance estimate for the complete overlay and concrete barrier from Union Avenue to 42nd. I estimate the total paving work consisting of overlay, leveling, inlet adjustment and pavement corrections at structures to total approximately $400,000. The work required for the median barrier is estimated at approximately $300,000.

Construction engineering for this work will be extensive in order to provide proper profile control for the barrier and re-establishing crown and supered sections for drainage, all of which will be performed under very heavy traffic conditions.

Please advise if further data is desired.

RFF/b
att

Bond Comp. — 87th St Section

Item	Unit	Unit Price	Quantity	Amount
Mobilization	Lump Sum			$10,000
Temp. Traffic Control For Duration				25,000
Conc. Skid Barrier	Lin. ft.	$14.00	2,600	37,000
Conc. Median Barrier	"	10.00	9,700	102,000
Concrete Removal				
Install Inlets	ea.	275.00	8	2,000
Install 12" Pipe	Lin. ft.	5.00	1,200	6,000
Trench Exc.	Cu. yd.	7.00	270	2,000
Extra for Pipe Under Paint Limit	Lin. ft.	10.00	1,200	12,000
Const. Conc. Sidewalk	Sq. yd.	7.00	720	5,000
Selected Backfill behind Skid barrier (Compact.)	Cu. yd	1.60	600	1,000
			Sub Total	$202,000

Bonien from Grand to 42nd Ave only. —

Job No. .....

Sheet ..... 2 ..... of ..... 2 ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for .....

Made by ..... 19 Checked by ..... 19 Backchecked by 19

Item	Unit	Unit Price	Quantity	Amount
Remove Median Barrier	Lin. ft.	2.50	11,000	27,500
Remove G. Rail Type 1	Lin. ft.	1.25	300	500
Remove Concrete Med.	sq yd	1.50	6,500	10,000
Class "E" AC Overlay	ton — 1½" deep	15.00	18,700	281,000
Class "D" AC Leveling	ton	15.00	3,500	43,000
Adjust Inlets	ea.	150.00	12	2,000

Page Sub Total $364,000

Extra Work

Lower A.C. Pave Under Structures. 10000

Sheet 1 Sub total $202,000

" 2 Sub total 364,000

$566,000.

20% Eng & Contingencies 114,000

Grand total $680,000

Delineation ?

Total Paving Work 390,000

Total Const. Work 200,000

566
326
240

1974 Maintenance Costs
Banfield Local medium

Guard Rail Repairs June 1-73 To May 31-74

man hrs = 1,011 hrs — cost = $4,351.36

Equip shifts = 71 shifts — cost = $1,315.00

materials = Rails 175 @ $17.00 = $2,975.00
post 45 @ $4.50 = $ 202.50

Total = $8,843.86

Sweeping medium June 1-73 To May 31, 74

MAN hrs = 536 hrs — cost = $2,288.34

Equip shifts 72 shift — cost = $2,120.00

Total = $4,408.34

WASH medium Rail June 1-73 TO May 31, 74

MAN hrs = 64 hr — cost $277.12

Equip shifts = 4 shift cost $ 54.00

Total $ 361.12

Grand Total $ 13,613.32

Bob Ewen

Bonfield Median Rail

Post Ratio = 377/660 .432

Rail Count = 543/1320 .411

8 manhols in pavement

Catch Basins covered = 3 marked on inside
West Bound Lane = 3 open west Bound inside

Catch Basins on out side next to curb
29 west Bound - open
26 East Bound - open

To Replace 8 Rail, 4 post in median,
Took 40 man hrs, 3 vehicles, Totaled
$422.57 counting Labor, materials, Equip and
29% for W.C., Sick, Industrial Acc.

Robert W Anderson

1-2-7

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 24, 1974

TO MEMO TO THE FILES

FROM A. D. Olson, Preliminary Design Engineer

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 24 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return
Bring up
Other

SUBJECT Union Avenue - I-205 Section
Banfield Freeway
Multnomah County

In response to the "Special Urban High Density Traffic Program" in the Federal Aid Highway Act of 1973 a reconnaissance study was made for adding capacity on the Banfield Freeway from the river to I-205.

This was accomplished with a minimum of data, primarily utilizing the railroad encroachment maps from construction of the Banfield. Two lanes were added (one each way) by providing a retaining wall full length along the railroad and filling up to highway level. It was anticipated that low walls might also be necessary along the south side of the Banfield to provide width in the tight areas. No right-of-way was anticipated other than railroad encroachment. The retaining wall was laid out so as to clear the "future" track patterns indicated by the Union Pacific. This is indicated on the encroachment sections as three tracks--with the most northerly track referred to as a switching track. No future off track maintenance road was indicated.

It would appear that there would be room to provide either the double light rail or double bus lanes plus a single freight line if the railroad was reconstructed in the most northerly position possible. This would be Section 2 of Route 4 of the Engineering Analysis of Railroad Right-Of-Way Use for Rail And/Or Bus, Portland Area Transit Study, Prepared By: OSHD March 1974.

The widening of the Banfield would require reconstruction of all of the structures from Union Avenue to 82nd Avenue in order to provide for the wider roadways on the Banfield. This would allow revision in column spacing which would allow more efficient usage of the combined rail and highway rights-of-way.

The total cost of the proposed highway widening project would be $41,000,000. This does not include any revision in trackage. A rough breakdown is attached.

ADO:we
Attachment

Copies to Carl Twelt via Christianson

PRELIMINARY COST ESTIMATE

SECTION Union Ave - I205 PREFIX —
HIGHWAY Banfield Fwy COUNTY Mult DATE 3/29/24
LENGTH 5 Mi DESIGNER Brown

TYPICAL SECTION

ROADWAY WIDTH 96'-120'
NUMBER OF LANES 6-8
MEDIAN WIDTH 8'
SHOULDER WIDTH 8'
WALK OR BERM WIDTH 3'
CURBED X UNCURBED —

A.C. OR P.C.C. THICKNESS —
P.M.B.B. OR C.T.B. THICKNESS PROTOTYPE
STONE LEVELING THICKNESS —
STONE BASE THICKNESS —
L.T.S.G. THICKNESS —

ITEM	COST
TEMPORARY PROTECTION & DIRECTION	$ 250,000
MOBILIZATION	
BUILDING DEMOLITION	
EARTHWORK	1,000,000
CONCRETE MEDIAN BARRIER	325,000
SURFACING	2,800,000
DRAINAGE	200,000
SIDEWALK OR BIKEWAY	
EXTRA WORK ITEMS	
MISC. ITEMS	16,500,000
STRUCTURES	6,500,000
RETAINING WALLS	500,000
SIGNING	500,100
ILLUMINATION	
TRAFFIC SIGNALS	
LANDSCAPING	
SUB-TOTAL	$ 29,125,000
+40% ENGR. & CONT.	$ 11,875,000
TOTAL	$ 41,000,000
RIGHT-OF-WAY	$ —
GRAND TOTAL	$ 41,000,000

8260 Motorist Service Signing Pro-1975
ject, Pac Hwy btwn Ptld & Myrtle C
(Signing)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

October 20, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20006
Project No. I-5-1(98)11
I-5 Logo Signs Project

Attached support data consists of PR-1 forms, project maps and 3 copies of the State Force Order for the subject project.

I request the following:

1) Authorization to proceed with all phase of Preliminary Engineering at an estimated total cost of $500 with obligation of $460 Federal funds.

2) Approval that it is in the public interest to accomplish the construction phase with State forces based on the following:

   a) The State has adequate equipment and forces capable of performing the work and can commence the work, as required, without delay.
   b) The work will be very fragmented as to time and location so is not easily adapted to contract procedure. For sign installations will be made as the Travel Information Council sells additional signs in excess of available panel space.

Form 734-3122

c) It is expedient to make these sign installations as rapidly as possible to provide proper direction for travelers to various motorist's services.

3) Approval of the State Force Order (estimated total cost $50,000, Federal funds $46,110) and authorization to proceed with the construction phase. Attached are three copies of the "Order for Force Work" for the project. Reimbursement will be claimed on an actual cost basis.

4) Concurrence that preliminary engineering charges for work necessary to prepare final plans, (title sheet, summary, etc.), are eligible if the preceding PS&E approval is granted. Since the project program contains the preceding action under No. 3 (PS&E approval) necessitates this request.

5) Confirmation of your advance authorization to proceed with the work as of July 1, 1981; the date following closing of Project I-5-0(4)11.

6) Approval that the project remain active for a 3 year period running from July 1, 1981 through June 30, 1984.

JLG:bkc
Attachments

cc: L.E. George
General Files

10-19-81

#8260

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-0-(4)11

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: I-829

2A. COUNTY NAME: Various

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/2/81

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Motorist Service Signing - North Unit

11. GENERAL DESCRIPTION OF WORK

Credit to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 9/21/81 I approve the advance authorization date of 9/2/81 to credit the project for sign materials not installed for a credit of TEC $1,706.79 Federal Funds $1,536.

(Represented by SFO #8)

RECEIVED
STATE HWY ENG.
OCT 23'81
REFER TO
Info Invest R/W Dsn Spec Act File

14. DATE: 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL: R. K. Hammer

16. TITLE: for Division Administrator

PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: August 25, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Logo Sign Contracts

The following is a tabulation of logo sign contracts that have been kept open and active for the past several years to allow use of material furnished under the contracts.

I-5 North Unit
Contract No. 8260
Prefix 622-1056

I-5 South Unit
Contract No. 8252
Prefix 610-1058

I-80N (now I-84)
Contract No. 8253
Prefix 614-1083

This letter is to request that you initiate action necessary to close these contracts and final them out.

The contracts remaining stockpiled material should be credited to each contract. The total dollar value of the remaining material is $16,506.51. Signs sold up to June 30, 1981 (closing date) total $11,386.12.

The remaining balance of $5,120.39 should be credited in three equal amounts among the three contracts, since we do not have an inventory of which contract the material originally came from.

If any further information is required, please let me know.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
AUG 26 '81
REFER TO
FOR
Info | Inves | R/D | D.S. | Sign | Act | File

LEG:ds

cc: H. S. Coulter
J. L. Sollis
C. T. Keasey
R. L. Schroeder
R. J. Hacek
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
D. D. Allen
W. E. Schwartz
Brenda Holman

8260

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3 121		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson & 8 other counties
MODIFICATION NUMBER 2 4	3-20-79	Project Number I-5-0(A)11

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 279,761.00	$ 294,996.00
Federal funds	$ 258,163.00	$ 272,221.00
Other revisions		

This modification is made for the following reasons:

To include approved S.F.O.# 2

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of March ,19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon March 13, 1979

Federal Aid Project
No. I-5-0(4)11

I-5 Motor Service Signing Project
Pacific Highway
Jackson and 8 other Counties

Revised Project Agreement Estimate

Type Code Y00Z
Signing (S. Ashland Int.-Roseburg)

Subtotal of previous estimate of April 29, 1976		$126,379.00
Additional Approved Items		
Install Stocked & New Signs S.F.O.#2	All Required	$ 13,250.00
	Subtotal	$139,629.00
	Engineering	20,941.00
	Total	$160,570.00

Type Code Y002
Signing (Roseburg-N. Tigard Interchange)

Total the same as of previous estimate April 29, 1976	$134,426.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Signing (S. Unit)	$160,570.00	$148,173.00	$12,397.00
Signing (N. Unit)	134,426.00	124,048.00	10,378.00
Total	$294,996.00	$272,221.00	$22,775.00

S. Unit
Group 1 - 100%
Contract No. 8252
Prefix No. 610-1058

N. Unit
Group 1 - 100%
Contract No. 8260
Prefix No. 622-1056

Clackamas County	1%
Douglas County	12%
Jackson County	34%
Josephine County	16%
Lane County	21%
Linn County	3%
Marion County	11%
Multnomah County	2%
	100%

821.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-162		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Jackson & 3 Others
MODIFICATION NUMBER 3		Project Number: I-5-0(4)11

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 253,320	$ 279,761
Federal funds	$ 233,762	$ 258,163
Other revisions		

This modification is made for the following reasons:
To include additional approved State force work. No change in previous 100% funding under PL 94-30 in the amount of $19,558.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of November, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. R. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, November 10, 1976

Federal-Aid Project
No. I-5-0(4)11

I-5 Motorist Service Signing Project
Pacific Hwy. in Jackson and 8 Other Counties

Revised Project Agreement Estimate

Type Code Y002		
Signing (S. Ashland Intchge.-Roseburg)		
Subtotal on previous estimate of April 29, 1976		$126,379.00
	Engineering	18,956.00
	Total	$145,335.00
Type Code Y002		
Signing (Roseburg-N. Tigard Intchge.)		
Subtotal on previous estimate of April 29, 1976		$103,913.00
Additional Approved Items		
SFO 3 Fabricate and Install Signs at Stafford Rd.	All Required	6,320.00
SFO 4 Fabricate and Install Signs at MP 161.45 & MP 196.40	All Required	3,760.00
SFO 5 Remove 7 Signs at "Q" Street Intchge.	All Required	700.00
SFO 6 Fabricate and Install Signs at MP 234.89	All Required	2,200.00
	Increase	$ 12,980.00
	Subtotal	$116,893.00
	Engineering	17,533.00
	Total	$134,426.00

Length of Project - - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Signing (S. Unit)	$145,335.00	$134,115.00	$ 11,220.00
Signing (N. Unit)	134,426.00	124,048.00	10,378.00
Total	$279,761.00	$258,163.00	$ 21,598.00

South Unit

Group 1 100%
Contract No. 8252
Prefix No. 610-1058

Clackamas County	1%
Douglas County	12%
Jackson County	34%
Josephine County	16%
Lane County	21%
Linn County	3%
Marion County	11%
Multnomah County	2%
	100%

North Unit

Group 1 100%
Contract No. 8260
Prefix No. 622-1056

8260

4252

STATE

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-1.59		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson & 8 Others
MODIFICATION NUMBER 2		Project Number I-5-0(4)11

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 253,320	$ 253,320
Federal funds	$ 233,762	$ 253,320
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed July 17, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 19,558."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W W Conner
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8 2 to

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-84		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson & 8 Others
MODIFICATION NUMBER 1		Project Number I-5-0(4)11

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 236,237	$ 253,320
Federal funds	$ 217,999	$ 233,762
Other revisions		

This modification is made for the following reasons:

To include cost of approved additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May , 1976 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. L. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, April 29, 1976

Federal-Aid Project
No. I-5-0(4)11

I-5 Motor Service Signing Project
Pacific Highway
Jackson and 8 Other Counties

Revised Project Agreement Estimate.

Type Code Y002
Signing (S. Ashland Int.-Roseburg)

Subtotal on previous estimate of July 11, 1975			$122,359.00
Additional Approved Items			
Mark Sign Footing Location (PA #1)	104 only	5.00	520.00
Install Existing Signs on Steel Supports (PA #2)	All Required		3,000.00
Handle and Store Materials (SFO #1)	All Required		500.00
			$ 4,020.00
	Subtotal		$126,379.00
	Engineering		12,637.00
	Total		$139,016.00

Type Code Y002
Signing (Roseburg-N. Tigard Interchange)

Subtotal on previous estimate of July 11, 1975		$ 92,403.00
Additional Approved Items		
Install Additional Signs (EWO #1)	All Required	$ 6,000.00
Unload and Stockpile Materials (SFO #1)	All Required	500.00
Revise 2 Logo Signs (SFO #2)	All Required	300.00
Fabricate and Install Signs (PA #2)	All Required	4,710.00
		$ 11,510.00
	Subtotal	$103,913.00
	Engineering	10,391.00
	Total	$114,304.00

Length of Project - - - - - - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Signing (S. Unit)	$139,016.00	$128,283.00	$ 10,733.00
Signing (N. Unit)	114,304.00	105,479.00	8,825.00
Total	$253,320.00	$233,762.00	$ 19,558.00

S. Unit

Group 1	100%
Contract No.	8252
Prefix No.	610-1058

Clackamas Co.	1%
Douglas Co.	12%
Jackson Co.	34%
Josephine Co.	16%
Lane Co.	21%
Linn Co.	3%
Marion Co.	11%
Multnomah Co.	2%
	100%

N. Unit

Group 1	100%
Contract No.	8260
Prefix No.	622-1056

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-29	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Jackson and 8 other counties PROJECT NO. I-5-0(4)11

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, South Ashland Intchge-North Tigard Interchge.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-75	0.00
OTHER *(Specify)*		

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 236,237	$ 217,999

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Thurston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
G. L. Green

Date executed by
Division Engineer _____

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, July 11, 1975

Federal Aid Project
No. I-5-0(4)11

I-5 Motor Service Signing Project
Pacific Highway
Jackson and 8 other Counties

Project Agreement Estimate.

Type Code Y002
Signing (S. Ashland Int.-Roseburg)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Flagmen	40 hours	10.00	400.00
Sign Support Footings	All Required		30,632.00
Breakaway Sign Posts	All Required		31,719.00
Type "B" Signs in Place	8,880 sq.ft.	6.60	58,608.00
	Subtotal		$122,359.00
	Engineering		12,235.00
	Total		$134,594.00

Type Code Y002
Signing (Roseburg-N. Tigard Interchange)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Flagmen	40 hours	10.00	400.00
Sign Support Footings	All Required		22,386.00
Breakaway Sign Posts	All Required		26,806.00
Type "B" Signs in Place	5,973 sq.ft.	7.00	41,811.00
	Subtotal		$ 92,403.00
	Engineering		9,240.00
	Total		$101,643.00

Length of Project - - - 0.00 mile

Work Retained in Program Status
South Unit

Handling & Storing Materials (S.F.)	All Required		$ 500.00
Mark Sign Footing Locations (E.W.)	All Required		250.00
Install Additional Signs (E.W.)	All Required		10,000.00
	Subtotal		$ 10,750.00
	Engineering		1,075.00
	Total		$ 11,825.00

(North Unit)

Handling and Storing Materials (S.F.)	All Required	$ 500.00
Mark Sign Footing Locations (E.W.)	All Required	150.00
Modify Signs MP 235.22 S.B. (E.W.)	All Required	100.00
Install Additional Signs (E.W.)	All Required	6,000.00
	Subtotal	$ 6,750.00
	Engineering	675.00
	Total	$ 7,425.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Signing (S. Unit)	$134,594.00	$124,203.00	$10,391.00
Signing (N. Unit)	101,643.00	93,796.00	7,847.00
Subtotal	$236,237.00	$217,999.00	$18,238.00
Retained in Program (S. Unit)	$ 11,825.00	$ 10,912.00	$ 913.00
Retained in Program (N. Unit)	7,425.00	6,851.00	574.00
Subtotal	$ 19,250.00	$ 17,763.00	$ 1,487.00
Total	$255,487.00	$235,762.00	$19,725.00

S. Unit

Group 1 - 100%

Conract No. 8252

Prefix No. 610-1058

Clackamas Co.	1%
Douglas Co.	12%
Jackson Co.	34%
Josephine	16%
Lane Co.	21%
Linn Co.	3%
Marion Co.	11%
Multnomah Co.	2%
	100%

N. Unit

Group 1 - 100%

Contract No. ~~8252~~, 8260

Prefix No. ~~610-1058~~, 622-1056

DATE: February 27, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Projects I-5-0(4)11 & I-80N-0(95)40
Motorist Information Signing
HFO.1-OR/520.61

Your memorandum of January 23, 1979, requested a breakdown of the stockpiled signs showing how many of the signs have been installed, the location, types and the cost of each.

Attached are tabulations for the three projects awarded in 1975. The locations shown are for the signs that were stockpiled in the original contracts. The "X" marks in the last column indicate locations where the stockpiled logo signs have been installed throughout the years.

The totals of sheets 1, 2 and 3 show that 132 signs were stockpiled and up to date, 66 have been installed on existing footings. This leaves 66 footings at various locations with no signs mounted on them.

The tabulation on sheet 4 shows that 19 of the stockpiled signs were installed at locations not called for on the stockpiled list.

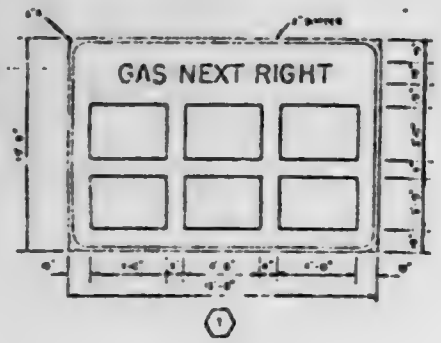
The summary sheet, No. 5 shows that 47 signs remain in the stockpile. An inventory taken on December 12, 1978, showed an actual count of 46 signs remaining in the stockpile. The variation is caused by the fabrication of large signs from several small signs and by signs which were removed and returned to the stockpile. When signs have been installed for existing logo sales, the stockpile will be reduced to approximately 40 sign panels.

Your memo requested the cost of each sign installation. To determine those costs would require lengthy and costly research. Therefore, sign costs are not included in this reply.

ELS:cs HSC:cm
bc: J. L. Sollis
L. E. George
Blake Eklund

TYPE OF SIGN

(See Column 3 of Tabulation)



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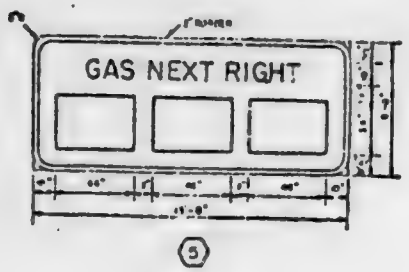

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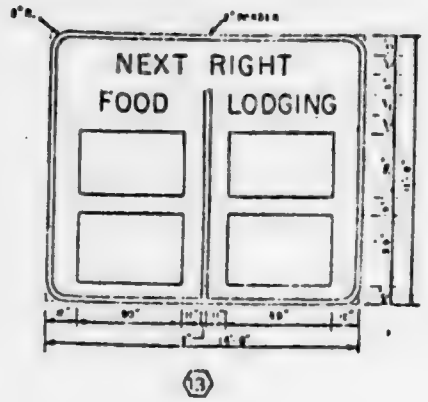

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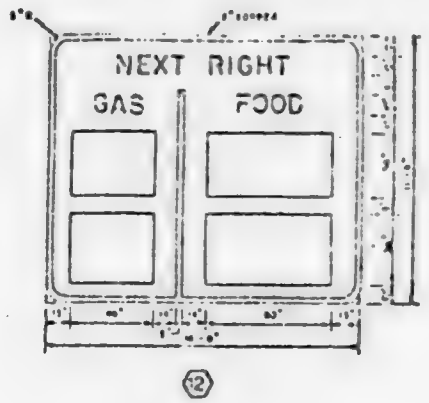

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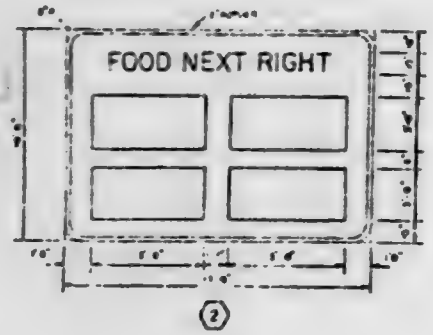

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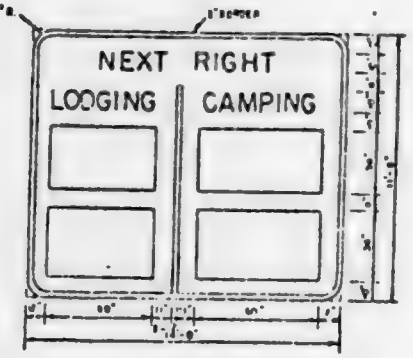

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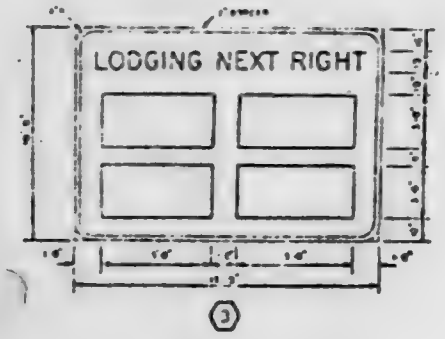

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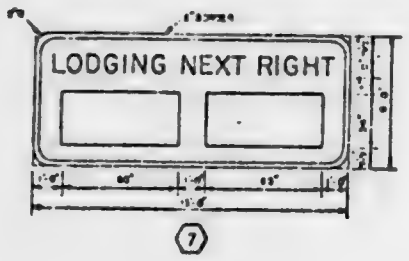

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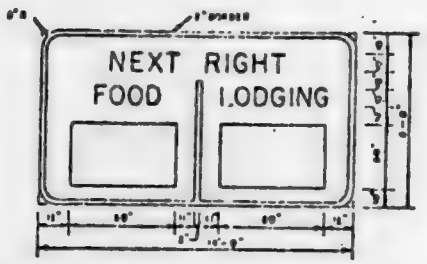

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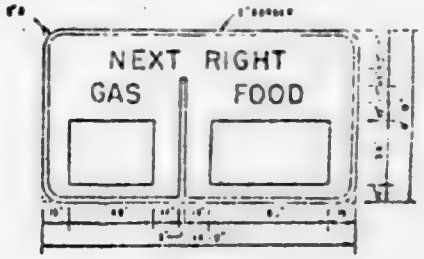

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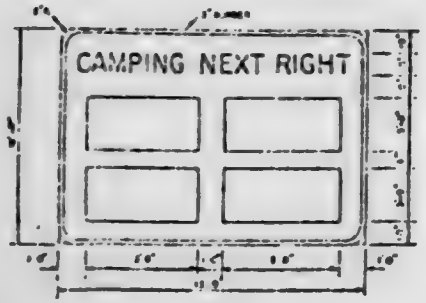

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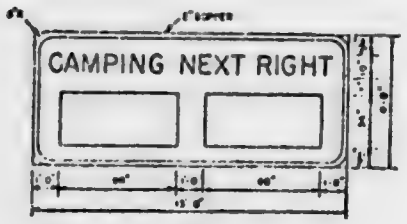

⑧

All Signs Type "G"

Form 81-734-2019

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET 1A OF ..... SHEE

Stockpiled Signs

Pacific Highway (S. Unit) (Interstate 5)

Sign Stockpiled on Original Contract

Interchange Name		Interchange Number	Type of Sign	M.P.	Direction of Travel	Signs Installed		
South Ashland		11	3	10.72	NB			
South Ashland		11	8	10.50	NB			
Green Springs		14	8	12.90	NB	X		
Green Springs		14	8	15.47	SB	X		
North Ashland		19	3	20.11	SB	X		
North Ashland		19	8	20.33	SB			
Valley View Road		21	12	21.84	SB			
Barnett Road		27	8	26.27	NB			
Barnett Road		27	8	29.75	SB			
Crater Lake		30	8	29.19	NB	X		
Crater Lake		30	8	31.63	SB	X		
Central Point		32	3	31.65	NB			
Central Point		32	8	31.37	NB			
Central Point		32	3	33.87	SB			
Central Point		32	8	34.04	SB			
Kane Creek		40	12	40.04	NB	X		
Kane Creek		40	12	41.48	SB	X		
Rock Point		43	6	42.89	NB			
Rock Point		43	3	42.69	NB			
Rock Point		43	6	44.60	SB			
Rock Point		43	3	44.83	SB			
Homestead		45A	14	44.46	NB			
Rogue River		48	2	47.85	NB	X		
Rogue River		48	3	47.65	NB	X		
Rogue River		48	4	47.40	NB			

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET 1B OF ..... SHEE

Interchange Name	Interchange Number	Type of Sign	M.P.	Direction of Travel	Signs Installed		
Rogue River	48	2	49.77	SB	X		
Rogue River	48	3	49.95	SB	X		
Rogue River	48	4	50.16	SB			
East Grants Pass	55	3	54.66	NB			
East Grants Pass	55	4	54.35	NB			
East Grants Pass	55	3	57.19	SB			
East Grants Pass	55	4	57.38	SB			
North Grants Pass	58	4	56.15	NB	X		
North Grants Pass	58	4	59.35	SB	X		
Sunny Valley	71	8	70.34	NB	X		
Sunny Valley	71	8	72.61	SB	X		
Wolf Creek	76	13	75.12	NB	X		
Wolf Creek	76	13	77.35	SB	X		
South Canyonville	98	7 (3)	97.33	NB	X	Revised to No. 3	
South Canyonville	98	1	99.12	SB	X		
North Canyonville	99	7 (3)	100.59	SB	X	Revised to No. 3	
Myrtle Creek	108	1	107.56	NB			
Myrtle Creek	108	2	107.31	NB			
Myrtle Creek	108	7	107.16	NB			
Myrtle Creek	108	1	108.94	SB			
Myrtle Creek	108	7	109.30	SB			

TOTAL NUMBER OF STOCKPILED SIGNS 46

NUMBER INSTALLED 20

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEI

SHEET 2 OF ..... SHEE

Stockpiled Signs
Pacific Highway (N. Unit) (Interstate 5)

Signs Stockpiled on Original Contract

Interchange Name		Interchange Number	Type of Sign	M.P.	Direction of Travel	Signs Installed		
arden Valley Road		129	8	126.37	SB			
utherlin		136	2	135.64	NB	X		
utherlin		136	3	135.49	NB	X		
utherlin		136	8	137.28	SB			
ice Hill		148	7	147.60	NB	X		
Rice Hill		148	2	149.27	SB	X		
ice Hill		148	7	149.45	SB	X		
oncalla		150	7	149.16	NB			
oncalla		150	7	151.32	SB			
ottage Grove		174	8	174.04	NB			
ottage Grove		174	3	175.72	SB	X		
ottage Grove		174	8	175.99	SB			
cVay		189	6	189.00	NB			
cVay		189	6	191.2	SB			
:Vay		189	7	191.51	SB			
lenwood		191	5	191.01	NB	X		
lenwodd		191	5	193.22	SB	X		
burg Road		199	17	198.12	NB			
iamond Hill		209	8	208.30	NB	X		
iamond Hill		209	8	210.30	SB	X		
ntiam		233	1	233.72	SB	X		
odburn		271	7	270.84	NB	X		
odburn		271	7	270.84	SB	X		
		TOTAL NUMBER OF STOCKPILED SIGNS			23			
		NUMBER INSTALLED			13			

Form 81-734-5039

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET 3A OF ..... SHEE

Stockpiled Signs
Columbia River & Old Oregon Trail Highways
Interstate 80 North

Signs Stockpiled on Original Contract

Interchange Name		Interchange Number	Type of Sign	M.P.	Direction of Travel	Signs Installed		
Cascade Locks		44	1	42.96	EB	X		
Cascade Locks		44	1	45.80	WB	X		
West Hood River		62	5	60.70	EB	X		
West Hood River		62	2	61.30	EB			
West Hood River		62	3	61.07	EB			
West Hood River		62	8	60.68	EB			
West Hood River		62	5	62.67	WB	X		
West Hood River		62	2	62.86	WB	X		
West Hood River		62	8	63.23	WB			
East Hood River		64	13	65.40	WB			
West The Dalles		83	1	85.09	EB	X		
West The Dalles		83	3	82.63	EB	X		
West 2nd Street		84	1	84.55	WB	X		
West 2nd Street		84	2	84.89	WB	X		
West 2nd Street		84	3	85.07	WB			
Brewery Grade		85	1	84.99	EB			
Brewery Grade		85	3	84.99	EB			
Brewery Grade		85	1	86.09	WB			
Brewery Grade		85	3	86.57	WB			
The Dalles	Bridge	87	2	86.20	EB	X		
The Dalles	Bridge	87	14	85.99	EB	X		
The Dalles	Bridge	87	2	87.98	WB	X		
The Dalles	Bridge	87	14	88.26	WB	X		
Biggs		104	2	103.52	EB			
Biggs		104	2	105.47	WB			
Rufus		109	13	110.81	EB			

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET ...38... OF ..... SHE

Interchange Name		Interchange Number	Type of Sign	M.P.	Direction of Travel	Signs Installed		
Rufus		109	13	110.81	WB			
Arlington		137	13	136.81	EB			
Arlington		137	8	136.37	EB			
Arlington		137	13	139.08	WB			
Arlington		137	8	139.59	WB			
Boardman		164	2	163.26	EB			
Boardman		164	3	163.06	EB			
Boardman		164	8	162.77	EB			
Boardman		164	2	165.05	WB			
Boardman		164	3	165.22	WB			
Boardman		164	8	165.44	WB			
West Pendleton		207	1	206.65	EB	X		
West Pendleton		207	2	206.45	EB			
West Pendleton		207	1	208.26	WB	X		
West Pendleton		207	2	208.51	WB			
West Pendleton		207	3	208.69	WB	X		
Emigrant Avenue		209	3	210.30	WB	X		
South Pendleton		210	1	210.30	EB			
South Pendleton		210	2	210.17	EB	X		
South Pendleton		210	3	209.92	EB	X		
South Pendleton		210	2	211.95	WB	X		
South Pendleton		210	3	212.18	WB	X		
Wallowa Lake		261	3	262.61	EB	X		
Wallowa Lake		261	1	262.86	WB	X		
Wallowa Lake		261	3	263.06	WB	X		

Form 81-734-5049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEE

SHEET ...3C... OF ..... SHEE

Interchange Name		Interchange Number	Type of Sign	M.P.	Direction of Travel	Signs Installed		
Union Junction		265	16	265.76	WB	X		
North Powder		285	17	284.65	EB			
North Powder		285	17	286.57	WB			
Campbell Street		304	5	303.40	EB	X		
Campbell Street		304	13	303.24	EB	X		
Campbell Street		304	5	304.83	WB	X		
Campbell Street		304	13	305.06	WB	X		
South Baker		306	1	307.46	WB	X		
South Baker		306	2	307.72	WB	X		
South Baker		306	3	308.48	WB	X		
North Ontario		374	1	373.93	EB			
North Ontario		374	2	373.69	EB			

TOTAL NUMBER OF STOCKPILED SIGNS 63

NUMBER INSTALLED 33

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEE

SHEET 4 ... OF ..... SHEE

Stockpiled signs installed at other locations

Interchange Name		Exit Number	Type of Sign	Direction of Travel				
Interstate 5								
North Ashland		19	5	NB				
Crater Lake		30	2	NB				
Crater Lake		30	3	NB				
Glendale		80	6	NB				
Glendale		80	6	SB				
Coburg		199	2	NB				
Coburg		199	2	SB				
Harvand Avenue		124	2	SB				
North Albany		234	2	SB				
North Santiam		253	3	SB				
Brooks		263	6	NB				
Brooks		263	6	SB				
Fargo Road		278	6	NB				
Fargo Road		278	6	SB				
Interstate 80 North								
South Pendleton		210	8	WB				
Richland		302	8	EB				
Richland		302	8	WB				
Benson Creek		353	7	EB				
Benson Creek		353	7	WB				
		TOTAL		19				

Form 84-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEE

SHEET 5 OF ..... SHEE

SUMMARY

TOTAL NUMBER OF SIGNS IN ORIGINAL STOCKPILE			
Interstate 5 (S Unit)	46		
Interstate 5 (N Unit)	23		
Interstate 80 North	63		
TOTAL	132		132
SIGNS INSTALLED AT STOCKPILED SITES			
Interstate 5 (S Unit)	20		
Interstate 5 (N Unit)	13		
Interstate 80 North	33		
TOTAL	66		66
Existing Stockpiled sites with no signs			66
Signs installed at other locations			19
Number of signs remaining in stockpile			47

Form FHWA 121 (Rev. 5-73)

Scofield
Draft reply

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 23, 1979

In reply refer to: HFO.1-OR/520.61

SUBJECT: Oregon Projects I-5-0(4)11 & I-80N-0(95)40
Motorist Information Signing

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transporation
Salem, Oregon

As requested in your December 26, 1978 letter, the time to complete the installation of all original stockpiled signing material on the subject projects was recently extended to December 31, 1979. In order for us to determine the overall effectiveness of this procedure, as well as respond to inquiries from other offices, it is requested that a breakdown showing how many signs have been installed, their locations and types, and cost of each, be furnished as soon as possible. An estimate of the number of signs remaining to be installed would also be useful.

Please feel free to call if you have any questions regarding this request.

G. K. Hansen
for G. L. Green

NOTED
ELMER SCOFIELD

RECEIVED
STATE HWY ENGR
JAN 25 '79
REFER TO
FOR

RECEIVED
JAN 26 [illegible]
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

8252 8260 8253

DATE: January 8, 1979

In reply refer to: HFO.1-OR/520.61

SUBJECT: Oregon Projects I-5-0(4)11 & I-80N-095)40
Motorist Information Signing

FROM: G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO: Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation

For the reasons outlined in your December 26, 1978, letter, the time to complete the installation of all original stockpiled signing material on these projects is extended to December 31, 1979, as requested. This additional time should be adequate to complete all work on these projects; therefore, future extension of time will not be approved. All signing installed must, of course, be in full conformance with approved standards in order to qualify for Federal-aid funding.

Are we now. Elmer

NOTED
L. E. GEORGE

RECEIVED
STATE HWY ENGR
FEB 23 '79
REFER TO
L E & Geo
FOR
Info | Inver | R/D | O-R | Sign | A-I | Lic

NOTED
ELMER SCOFIELD

G. L. Green

NOTED
G.L.C.

RECEIVED
STATE HWY ENGR
JAN 9 - '79
REFER TO
FOR
Info | Inver | R/D | O-R | Sign | A-I | Lic

George
Sidlo
Blyth Ellwood

XC: Ed Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz
W. W. Geibel
M. D. Payne
Harry Woodward
R. A. Kuehn
H. C. Johnson
Wm. Anhorn
J. C. McCormick
G. T. Thornton
R. S. Hawkins
H. W. Oswald
C. K. Ansell
C. D. Hiatt
Oscar T. Wright

RECEIVED
JAN 10 1979
TRAFFIC ENGINEERING

Routing
1 Keasey
Bond
2 Jeckmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 11 1979
CONSTRUCTION SECTION

NOTED
DWAYNE HOFSTETTER

RECEIVED
JAN 12 1979
CONTRACT PAYMENTS

1237.

Form 41-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET ..1.. OF ..2.. SHEE

Tentative Interest Sign Spacing
Eastbound Exits at Interstate
Region 3

LP	Interchange	NB SB	Type				
0.12	So. Ashland	N.B	Lodging				
0.33	N Ashland	S.B	Camping				
1.84	Valley View	S.B	Gas				
2.27	Barnett Rd	N.B	Camping				
2.75	Barnett Rd	S.B	Camping				
3.37	Central Point	N.B	Camping				
3.65	Central Point	N.B	Lodging				
3.87	Central Point	S.B	Lodging				
4.07	Central Point	S.B	Camping				
4.67	Rock Point	N.B	Lodging				
4.87	Rock Point	N.B	Food				
5.08	Rock Point	S.B	Food				
5.42	Rock Point	S.B	Lodging				
5.46	Homestead	N.B	Lodging				
7.24	Rogue River	N.B	Camping				
50.16	Rogue River	S.B	Camping				
54.06	E Grants Pass	N.B	Lodging				
54.35	E Grants Pass	N.B	Camping				
54.17	E Grants Pass	S.B	Lodging				
54.38	E Grants Pass	S.B	Camping				
86.16	Myrtle Creek	N.B	Lodging				
102.31	Myrtle Creek	N.B	Food				
102.56	Myrtle Creek	N.B	Gas				
102.94	Myrtle Creek	S.B	Gas				
102.36	Myrtle Creek	S.B	Lodging				
102	Sutherlin	S.B	Tourist				

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET 1 OF 2 SHEE

MP	Direction	NB SB	Type				
2216	Yucalla	NB	Lodging				
2139	Yucalla	SB	Lodging				
2276	Cottage Grove	NB	Camping				
2216	Cottage Grove	SB	Camping				
2208	McVay	NB	Food				
2152	McVay	SB	Food				
2153	McVay	SB	Lodging				

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 25, 1978

Salem, Oregon

FILE:

NOTED
H. S. COULTER

FROM: Robert E. Royer
REGION OPERATIONS ENGINEER

SUBJECT: Oregon Projects I-5-0(4)11
Motorist Information Signing

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Your August 23, 1978, memo to Glen Green asked the Regions to take appropriate action on Items 1 through 4 of the last paragraph of his letter. Item 4 refers to the Gas and Food signs just installed in advance of Fargo Road Interchange, Exit 278. These signs are not placed on the right of way but are outside the 30-foot clearance distance from the travel way. We do not anticipate moving the signs. Sign installations in the future will be, if practicable, next to the right of way.

RER/gl

RECEIVED
STATE HWY ENGR
AUG 28 '78
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

8.2.60

DATE: August 23, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Projects I-80N-0(5)40 and I-5-0(4)11
Motorist Information Signing
HFO.1-OR 520.61

The following information is presented in answer to your July 19 letter regarding the Logo contract projects on I-5.

Item 2a. Budget Gas and Diesel does sell ARCO gasoline but their legal business name properly registered with the Secretary of State is "Budget Gas and Diesel." There is no reason under federal and state regulations why this business should not have their legal business name on the Logo panel.

Item 2b. Action has already been taken to remove the "Truck Stop" Logo.

Item 2c. The "Motel 6" Logo will be properly installed when the area dries out enough that we can bring in the heavy equipment necessary to install the larger backboard.

Item 2d. Travel Information Council regulations permit the installation of a supplemental Logo if freeway Logo boards are completely filled. Such is the case involving McDonalds at the Woodburn Interchange. We are puzzled by your remark concerning "removal for safety reasons." To the best of our knowledge, McDonalds' supplemental Logo creates no safety problem.

Item 2e. Past correspondence transmitted to you (copies enclosed) indicates that the Burns Brothers Motel is a valid operation, open to the public and that no reason exists for the removal of their Logo.

Concerning your comments in Items 1 through 4 of the last paragraph of your letter, I am instructing the appropriate Region Engineers to review each of the sign locations to determine what action, if any, is desirable. The exception to the review is the Hungry Wolf Logos. Both the food and gasoline operations are legal and valid businesses and entitled to a Logo under Travel Information Council rules and regulations.

Enc.

bc Jack Sollis
C. T. Keasey
L. E. George
E. L. Hardt)
C. O. Fredrickson) T.A.A.
Alfred Shirley, Jr.)
Dick Mathew
Blake Eklund

LEG:ds ia

Form FHWA 1.. (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY. ENG.
JUL 24 '78
REFER TO
FOR

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 19, 1978

In reply refer to: HFO.1-OR 520.61

SUBJECT: Oregon Projects I-80N-0(5)40 and I-5-0(4)11 Motorist Information Signing

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

8/21/78
LE George is drafting reply.

TO : H. S. Coulter, State Highway Engineer

Returned herewith are two letters dated April 10, 1978, with attachments, which request final acceptance of the subject projects. These documents are being returned for the following reasons:

1. Our June 14 memo approved an extension of the June 30 date through December 31, 1978, for the installation of logo sign material from stockpile as requested. All work under this procedure must be completed in a satisfactory manner prior to our final acceptance of the project.

2. A recent field review of the work completed to date on I-5 revealed several nonstandard conditions which must be corrected prior to our acceptance of the project. The location of these unacceptable conditions are:

   a. Fern Valley Road Interchange, Exit 24 - The existing logo which reads "Budget Gas and Diesel" must be removed from both the northbound and southbound Gas sign since the business is actually an ARCO station. A standard ARCO log would be acceptable at this location.

   b. Coburg Interchange, Exit 199 - The existing logo which reads "Truck Stop" must be removed from both the northbound and southbound Gas sign since a Truck Stop is not an appropriate business sign under the standards and because the logo is the size allowed under the revised standards while the sign board and other logos being displayed are the size specified under the original standards.

   c. North Santiam Interchange, Exit 253 - The existing "Motel 6" logo which is presently improperly mounted between the sign supports of the northbound Lodging sign must be removed or the sign revised to meet current standards.

Keasey — Jachtond — Hopkins — Williams — Johnsen — Glenn

RECEIVED
JUL 25 1978
CONSTRUCTION BRANCH

Richards — Berg — Inloes — Widmer — Gebauer — Church

d. Woodburn Interchange, Exit 271 - The recently installed supplemental Food signs advertising "McDonalds" are not necessary since the facility is quite visible from the ramps. These signs are not eligible for FAI funding and should be removed for safety reasons.

e. Stafford Road Interchange, Exit 286 - The existing northbound and southbound Lodging signs must be revised as discussed in our memo of May 25. The existing "Burns Brothers" logo should be removed from these signs since Burns Brothers do not operate a motel.

In addition to the above, the following conditions were noted along I-5 which while not directly in conflict with the standards for motorist service signing are conditions or practices which should be corrected or at least avoided in the future:

1. Crater Lake Interchange, Exit 30 - The southbound Gas, Food, and Lodging signs while equipped with slip bases and hinges are mounted so low that an out-of-control vehicle would hit the bottom of the sign panel.

2. Wolfcreek Interchange, Exit 76 - The existing combination Food-Lodging signs have two identical logos (Hungry Wolf) displayed side by side.

3. Military Avenue Interchange, Exit 124 - The existing southbound Food sign is mounted too low (see comments under 1 above).

4. The Gas and Food signs which were just installed in advance of the Fargo Road Interchange, Exit 278 northbound and southbound, were not placed at or near the R/W as required under the standards. This same condition has occurred at several other locations.

A field review of the existing motorist service signing along I-80N is planned for the near future. A separate report will be submitted covering any findings immediately following completion of the review.

R. W. Arms

for G. L. Green

xc: TIC
Regions 1, 2, & 3
Contract Payments
Traffic

BURNS BROS. TRUCK STATIONS, INC.

(OFFICES)
Passenger & Truck Service
Downtown Portland
620 & 621 S.E. Union Ave. — Portland, Ore. 97214
S.E. Grand Avenue Between Alder & Washington
PHONE 234-7393
238-7395

15 MILES SOUTH OF PORTLAND
AT STAFFORD INTERCHANGE & I-5
Rte. 1, Box 650 — Wilsonville, Ore. 97070
PHONE 638-6811

BURNS BROS. HUSKY
80N & Troutdale Exit
10 Miles East of Portland, Oregon
PHONE 666-1588

BURNS BROS HUSKY OF BOISE
3353 Federal Way
80 N at Broadway Exit
Boise, Idaho 83705
PHONE (208) 342-6801

October 25, 1976

Ms. Patty Calcaterra, Director
Travel Information Council
Room 501, Executive House
325 13th Street, NE
Salem, Oregon 97301

Dear Ms. Calcaterra:

This is in answer to your October 19 letter of non-compliance to the state's motel criteria.

1) Enclosed are copies of our remittances to Washington County for the payment of a 5% motel tax which we have paid for the past five or six years.

2) We have been inspected by the Washington County Health Department and given very high ratings year after year.

3) We have had a gas, food, & lodging sign at exit #286 for the past seven years.

4) Until Nendel's opened its motel, we ran a 100% occupancy rate month in and month out. Our fill rate is now down to 60%. We have rooms available every night, and we do rent them to the motoring public.

5) Restroom facilities are available within the building.

Very truly yours,

BURNS BROS., INC.

MORTON SMITH
Vice President

MS/tm

Enclosures

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 28, 1977

In reply refer to: 1041A.1/520.61

SUBJECT: Oregon Project I-5-0(4)11
Motorist Service Signing
North Santiam Interchange

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Schroeder's April 22 letter requested approval and Federal participation in the replacement of an existing small "LODGING" logo board with a larger one for the northbound traffic at the subject interchange and the installation of a "LODGING" logo board for the southbound traffic.

As outlined in our April 18 memorandum, Federal participation in the cost of replacing the smaller logo backboard with the current larger size cannot be approved. However, the installation of a "LODGING" logo board for the southbound direction of travel which meets current State and Federal standards is eligible for Federal-aid participation.

for G. L. Green

cy Rubin
5-2-77

RECEIVED
STATE HWY ENGR
APR 29 '77
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8.21

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 22, 1977

NOTED
E. S. HUNTER

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

The Travel Information Council has received applications for "LODGING" logo signs for northbound and southbound traffic at the North Santiam Interchange (Exit No. 253) on Interstate 5.

At the present time, there is a small "LODGING" board for northbound traffic. As the sign was installed under the old standards, it is located over two and one-half miles from the gore point and has the maximum number of logos attached to it.

We wish to remove the small "LODGING" logo and replace it with a large size at the location called for under the new standards, which is 0.88 mile from the gore point. This location will permit the installation of other logo boards in the series when they are needed.

No "LODGING" logo exists at the present time for southbound traffic. Ample space exists for the installation of the sign and space would remain for all future signs that may be needed.

May we have your approval for Federal participation to replace the small "LODGING" logo board with a large one for northbound traffic and the new installation of a large "LODGING" board for southbound traffic.

Your early reply to this request will be appreciated.

Very truly yours,

cy Review 5-2-77

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
L. E. George
J. W. Sheldrake
E. E. Beckman
Richard Banton

ELS:ds:ab

January 11, 1977

Maryland Casualty Company
Baltimore, MD 21203

Gentlemen:

A post-final payment for $371.68 will be made to Stillwell Construction Company on Contract No. 8260 for the Motorist Service Signing Project on the Pacific Highway (I-5) North Unit in six counties as soon as the warrant is prepared.

The total amount paid on this contract will be $92,744.06 including the post-final payment. Of the total $1,457.61 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Stillwell Construction Co.
P. O. Box 186
Bellevue, WA 98009

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer
John Sheldrake
A. Shirley

8260

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 10, 1977

In reply refer to: 1041A.1

SUBJECT: Oregon Project I-5-0(4)11 & I-80N-0(5)40
Motorist Service Signing

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Schroeder's December 29, 1976, letter requested an additional extension of time, through July 1, 1977, for participation in the charges involved with the installation of the logo sign material that was stockpiled under the original contract. The request is hereby approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
Schroeder
FOR
R.D. D.R. S.E. A.E.

cy Rubin
1-12-77

1-12-77
Copy To George TH

RECEIVED
JAN 12 1977
Oregon State Highway Division

December 29, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

On July 2, 1975, three contracts were awarded for the installation and stockpiling of logo signs on I-5 and I-80N. Prior to the award of those contracts your office agreed to participate in the charges involved with the installation of the stockpiled logo sign material for a time period of one year after the award date of the contracts.

On September 27, 1976, we requested and received an extension of time to January 1, 1977, in the continuing installation of logo sign material from the stockpile.

The original contracts showed a total of 130 logo panels to be stockpiled and on this date, we still have 77 sign panels. We are continually reducing our inventory as new logo sales are made.

In order to obtain participation in the continuing installation of logo sign material from the stockpile, it is requested that approval be granted for an extension of the January 1, 1977 date through July 1, 1977.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

cy Review
1-12-77

bc H. S. Coulter
E. S. Hunter <-- THIS COPY FOR
L. E. George
Jack L. Sollis
V. E. Skoog
Patty Calcaterra
ELS:rj:ab

(260

45

December 27, 1976

Maryland Casualty Company
Baltimore, MD 21203

Gentlemen:

On December 10, 1976, we wrote to you concerning release of final payment on Contract No. 8260 awarded to Stillwell Construction Company for the Motorist Service Signing Project on the Pacific Highway (North Unit) in six counties.

Final payment on this contract is $500 and the total contract amount is $92,372.38 including $1,457.61 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr

cc Stillwell Construction Co.
13306 S.E. 30th St.
P. O. Box 186
Bellevue, WA 98009

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer
C. O. Fredrickson
Alfred Shirley

#1260

December 15, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Motorist Services Signing
Stafford Road Interchange
1041A/520.61

Enclosed is a letter from Patty Calcaterra concerning the Burns Brothers Motel. Our last correspondence to you on this matter indicated that we would be in contact with your office. Ms. Calcaterra's letter is self-explanatory.

I would suggest that we take no further action on removing the logo sign unless members of your staff wish to do further checking.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

bc H. S. Coulter
E. S. Hunter
Jack L. Sollis
L. E. George
W. J. Hart
Patty Calcaterra
LEG:ds:ab

ROBERT W STRAUB
GOVERNOR

Travel Information Council

RM. 501, EXECUTIVE HOUSE, 325 13th ST. N.E., SALEM, OREGON 97301 PH. (503) 378-3438

NOVEMBER 19, 1976

L. E. GEORGE
TRAFFIC ENGINEERING SECTION
STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DEAR BUD:

AS YOU PROBABLY KNOW, THIRTY DAYS HAVE ELAPSED SINCE BURNS BROTHERS RECEIVED NOTICE OF NON-COMPLIANCE TO STATE CRITERIA FOR LOGO SIGNING. LAST NIGHT I ONCE AGAIN CHECKED THE MOTEL FACILITY AND IT APPEARS THAT THEY HAVE TAKEN STEPS TO COMPLY WITH THE CRITERIA.

A SIGN HAS BEEN INSTALLED OVER THE MAIN REGISTRATION DESK INDICATING THAT BURNS BROTHERS MOTEL HAS A VACANCY. WHEN I REQUESTED A ROOM, I WAS TOLD THE ROOM RATES AND WHICH FACILITIES WERE AVAILABLE. I DON'T FEEL THAT I COULD BE MISTAKEN FOR A TRUCK DRIVER, AND WHILE I'VE HAD CONVERSATION WITH THE MANAGEMENT ON THE PHONE, WE'VE NEVER MET - SO I DON'T FEEL THAT THEY KNEW WHO I WAS. I WAS NOT REFERRED TO NENDEL'S THIS TIME, NOR WAS I TOLD THAT THE ROOMS WERE FOR TRUCKERS ONLY, AS HAPPENED THE LAST TIME I VISITED. IT WAS 7 P.M. WHEN I DROPPED IN.

I FEEL NOW THAT TIC SHOULD CONTACT THEM AGAIN, BUT NOT BEFORE YOU HAVE A CHANCE TO CHECK THEM FOR YOURSELF IF YOU WISH. MAY I PLEASE HEAR FROM YOU AT YOUR CONVENIENCE WHICH WAY YOU WOULD LIKE TO GO ON THIS? AND WHETHER THE FED FOLKS WOULD LIKE TO CHECK THEM AGAIN. I WILL NOT CONTACT BURNS BROTHERS UNTIL I HEAR FROM YOU.

BEST REGARDS,

Patty

PATTY CALCATERRA,
DIRECTOR

LK

CC R. L. SCHROEDER
ERNIE VALACH
WALLY BRYANT
JACK SOLLIS

RECEIVED
NOV 22 1976

ROBERT W STRAUB
GOVERNOR

Travel Information Council

RM. 501, EXECUTIVE HOUSE, 325 13th ST. N.E., SALEM, OREGON 97301 PH. (503) 378-3438

OCTOBER 19, 1976

MORTON SMITH
VICE PRESIDENT
BURNS BROTHERS
621 SE UNION AVE.
PORTLAND, OREGON 97214

DEAR MR. SMITH:

A COMPLAINT HAS BEEN RECEIVED BY THE TRAVEL INFORMATION COUNCIL REGARDING IDENTIFICATION OF BURNS BROTHERS MOTEL UPON THE LOGO SIGNS AT STAFFORD ROAD INTERCHANGE #286 ON I-5. SPECIFICALLY, THE COMPLAINT STATES THAT:

(1) TRAVELERS SEEKING BURNS BROTHERS MOTEL ARE REFERRED TO NENDEL'S MOTEL;

(2) FURTHER, THAT TRAVELERS ARE TOLD THE ROOMS AT BURNS BROTHERS ARE FOR TRUCKERS ONLY, AND ARE NOT OPEN TO THE GENERAL PUBLIC.

WE WOULD APPRECIATE A RESPONSE FROM BURNS BROTHERS WITHIN TEN DAYS, ADDRESSING THIS COMPLAINT. IN ORDER TO MAINTAIN THE LODGING LOGO, BURNS BROTHERS WILL NEED TO DEMONSTRATE THAT:

(1) THE LODGING FACILITY FOR WHICH APPLICATION HAS BEEN MADE, IS OPEN TO THE GENERAL PUBLIC;

(2) THAT THERE ARE ADEQUATE SLEEPING ACCOMMODATIONS AND RESTROOM FACILITIES AVAILABLE AT BURNS BROTHERS MOTEL. SUBSTITUTION OF NENDEL'S FACILITIES TO MEET THE STATE'S CRITERIA FOR BURNS BROTHERS IS INADMISSIBLE.

IF AFTER THE OCTOBER 29TH DATE, THE BUSINESS CONTINUES IN NON-COMPLIANCE, THE SIGN WILL BE REMOVED. THE PERMIT FEE WILL NOT BE RETURNED; HOWEVER, ANY MONTHLY RENTAL CHARGES REMAINING WILL BE PRO-RATED FROM THE TIME OF REMOVAL. ANY RENTAL MONEY DUE THE BUSINESS WILL BE REFUNDED.

WE'LL BE MORE THAN HAPPY TO DISCUSS THIS FURTHER IF YOU'D LIKE TO CALL THE OFFICE.

VERY TRULY YOURS,
TRAVEL INFORMATION COUNCIL

Patty Calcaterra

PATTY CALCATERRA, DIRECTOR

PC:LK

RECEIVED
OCT 2 1976
Office of the
Assistant State Highway Engineer

8260 11-21-76 80N

NARRATIVE REPORT

MOTORIST SERVICE SIGNING

CONTRACT NO'S. 8253 and 8260

These projects entailed the fabrication and erection of Motorist Service Signing on I-80N to the Idaho border and I-5 to Roseburg.

Work commenced on the I-5 Project on October 6, 1975. No unusual problems were encountered on foundation work.

Various changes in sign locations and types of signs during the course of the contracts proved to be a problem. The projects included all State Highway Regions and the preference for sign locations from one region to the other seems to vary. Also the involvement of the Travel Information Council made coordination of changes and or additions awkward. I would suggest if future statewide contracts are let that more direct lines of authority be established in order to resolve confusion from conflicting instructions.

Work did not commence on I-80N until foundation work was completed on I-5. Work commenceded on this project on January 20, 1976. Work proceeded without incident. Two major problems were encountered on sign panels and sign fabrication however.

It was discovered that the Hinac paint finish was failing. Failure appeared as spots that would flake off.

Industrial Plating the company who applied the baked finish maintained the paint failure was due to the paper used to pack and store the signs, the paper used was the backing from pressure sensitive scotchlite.

The cause for the failure was never established and subsequently many panels were removed and re-painted.

REFERRED TO
Board WKE Read
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
3 Olson WK
2 Christensen DC
Scott
Swenson
Savage
RECEIVED
NOV 29 1976
ROAD DESIGN SECTION
M Copy

Requires Reply
Requires Approval
Receiver Keep
Do not File
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Bring up
Other

The second problem was inadequate pop-rivets used to fasten legend and border to the panels. The rivets were too short not permitting proper bulge and consequently not holding legend and borders in place. This appears to have been the case with numerous sign projects in the past evidenced by existing signing and should be inspected more throughly in the future. Approximately half of the rivets on these two contracts were replaced.

Both contracts went past the allotted time and damages were charged.

November 5, 1976

STATEMENT OF OVERRUNS AND UNDERRUNS

MOTORIST SERVICE SIGNING

CONTRACT NO. 8260 PREFIX NO. 622-1056

F.A.P. No. I-5-0(4)11

ITEM	CONTRACT AUTHORIZATION	SEMI-FINAL	PERCENT + or -
Contract Bid Items including B.I. Adjustments (-2,666.72)	$92,403.00	$86,959.28	-5.89
Anticipated Items	6,750.00	2,047.61	-69.67
Contingencies	4,461.89	-------	
Engineering (with increase in Authorization to $20,000.00)	9,915.30	20,425.98	+2.13
Approved Expected Overrun of Project Authorization (Net)	15,850.70		
Liquidated Damages 10 Days @ $75.00		-750.00	
Price Agreement		4,800.00	
less anticipated items included above		-90.00	
Extra Work Orders		1,457.61	
less anticipated items included above		-1,457.61	
State Force Orders		9,601.64*	
less anticipated items included above		-500.00	
Total Contract w/incr.	$129,380.89	$122,494.51	-5.32
* Outstanding S.F.O. Bills		(4,268.29)	
Anticipated Underrun	$129,380.89	$126,762.80	-2.02

OVERRUNS AND UNDERRUNS
Contract No. 8260

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Temporary Protection and Direct Traffic	Lump Sum	100 %	100 %	-----
2.	Flagman	Hour	40	1	-97.5 %
	Contract sign locations far enough off roadway to have vehicles off roadway. Temporary advanced warning signs adequate for traffic control.				
3.	Sign support footings	Lump Sum	100 %	93.78 %	- 6.22 %
	Adjustment to Bid Item - 4.292 Cu. Yds. as per Standard Specs. Hight of Sign Posts changed, therefore size of Footing requirements, do to relocation.				
4.	Breakaway Sign Posts	Lump Sum	100 %	95.25 %	- 4.75 %
	Hight and size of structural section of sign posts changed do to change in location. Adjustment to Bid Item - 1,311.09 lbs. as per Standard Specs.				
5.	Type "B" Signs in Place	Sq. Ft.	5,973.00	5,632.00	- 5.71 %
	Deletion of Sign 127 and 131 by Traffic Engineer.				

P.A. NO.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Furnish & Install Metal Fence Posts	Each	25	18	- 28 %
	Fence posts were Placed at sign footings where posts and panels were not installed. During the life of the contract, additional sign Logos were sold causing installation of sign panels where fence posts were to go.				
2.	Fab. & Install 2 Sign Supports & Signs	Lump Sum	100 %	100 %	-----

E.W.O. No.	Description	Unit	ORIGINAL Quantity	FINAL QUANTITY	PERCENT + or -
1.	Install Additional Signs	$	$6,000.00	$1,457.61	-75.71

S.F.O. NO.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	
1.	Unload & Stockpile Matls For Logo Signs	$	$500.00		
2.	Revise 2 Logo Signs	$	$300.00	------	Outstanding Bills
3.	Fab. & Install 4 Logo Signs at Stafford Rd.	$	$6,320.00	-----	Outstanding Bills
4.	Fab. & Install 2 Logo Signs (Bear Creek and Beltline Rd.)	$	$3,760.00	-----	Outstanding Bills
5.	Remove 7 Logo Signs MP 194	$	$700.00	$992.82	Outstanding Bills
6.	10 X 13 Ft. "FOOD" Logo Sign MP 234.89	$	$2,200.00	213.33	Outstanding Bills

#8060

4

October 11, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

1461-S

Dear Mr. Green:

Motorist Services Signing
Stafford Road Interchange
1041A/520.61

This will acknowledge your letter of September 10 requesting removal of the "BURNS BROTHERS LODGING" sign currently in place in advance of the Stafford Road Interchange.

Our Traffic Engineer and Patty Calcaterra are working on this and a report will be made to you in the immediate future concerning the appropriateness of the existing signs. There is some indication you may well be correct in your statements in regard to the availability of lodging.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

cc Patty Calcaterra

bc H. S. Coulter
E. S. Hunter
L. E. George
Jack L. Sollis
E. L. Hardt

LEG:ds:ab

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 10, 1976

In reply refer to: 1041A/520.61

SUBJECT: Oregon Project I-5-0(4)11
Motorist Services Signing (North Unit)
Nonconforming Business Signs

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Your August 25 letter requested reconsideration of our comments concerning the Burns Brothers logo sign recently placed on the "LODGING NEXT RIGHT" boards at the Stafford Road Interchange. A recent check of this facility revealed that there is no signing or other indication that there are rooms available for the general public at the truck stop. In fact, there are several areas and facilities that are specifically for the use of truckers.

From our brief review of the facilities we believe it is misleading to general travelers to suggest through motorist service signs on the Interstate that lodging is available at Burns Brothers. It is requested that the signs be removed.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 13 '76
REFER TO
FOR

RECEIVED
SEP 13 1976
Office of
Assistant State Highway Engineer

BURNS BROS. TRUCK STATIONS, INC.

(OFFICES)
Passenger & Truck Service
Downtown Portland
620 & 621 S.E. Union Ave. – Portland, Ore. 97214
S.E. Grand Avenue Between Alder & Washington
PHONE 234-7393

15 MILES SOUTH OF PORTLAND
AT STAFFORD INTERCHANGE & I-5
Rte. 1, Box 650 – Wilsonville, Ore. 97070
PHONE 638-6811

BURNS BROS. HUSKY
80N & Troutdale Exit
10 Miles East of Portland, Oregon
PHONE 666-1588

BURNS BROS HUSKY OF BOISE
3353 Federal Way
80 N at Broadway Exit
Boise, Idaho 83705
PHONE (208) 342-6801

September 1, 1976

Ms. Patty Calcaterra
Travel Information Council
P.O. Box 2251
Salem, Oregon 97308

Dear Patty:

This letter is to confirm our telephone conversation about the services available at Burns Bros. in Wilsonville.

Burns Bros. operates a 24-hour motel, service station, and restaurant. These facilities are all open to the general public.

I hope this covers the U.S. Governmental requirements as to our services.

You are doing a grand job, and I appreciate your cooperation.

Sincerely yours,

BURNS BROS. INC.

MORTON SMITH
Vice President

MS/tm

NOTED
R. L. SCHROEDER

RECEIVED
SEP 16 1976
Office of
Assistant State Highway Engineer

9-17-76
Copy to George

8260

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

December 14, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Logo Sign Installation
West The Dalles Interchange
Columbia River Highway
Wasco County

Attention: Warren Richards

The Travel Information Council has requested the installation of the stockpiled LODGING logo board for eastbound traffic at West The Dalles Interchange (Exit No. 83) on Interstate 80N.

Please make all arrangements to have the signs installed at the earliest convenient time. The sign and support posts are stockpiled at the sign shop in Salem and the footings are in place at M.P. 82.61.

As discussed with you over the phone, I am sending this order directly to you in lieu of the Region in an attempt to have the signs installed by the January 1, 1977 extension that was granted by FHWA.

L. E. George
Traffic Engineer

ELS:rj
Attachment

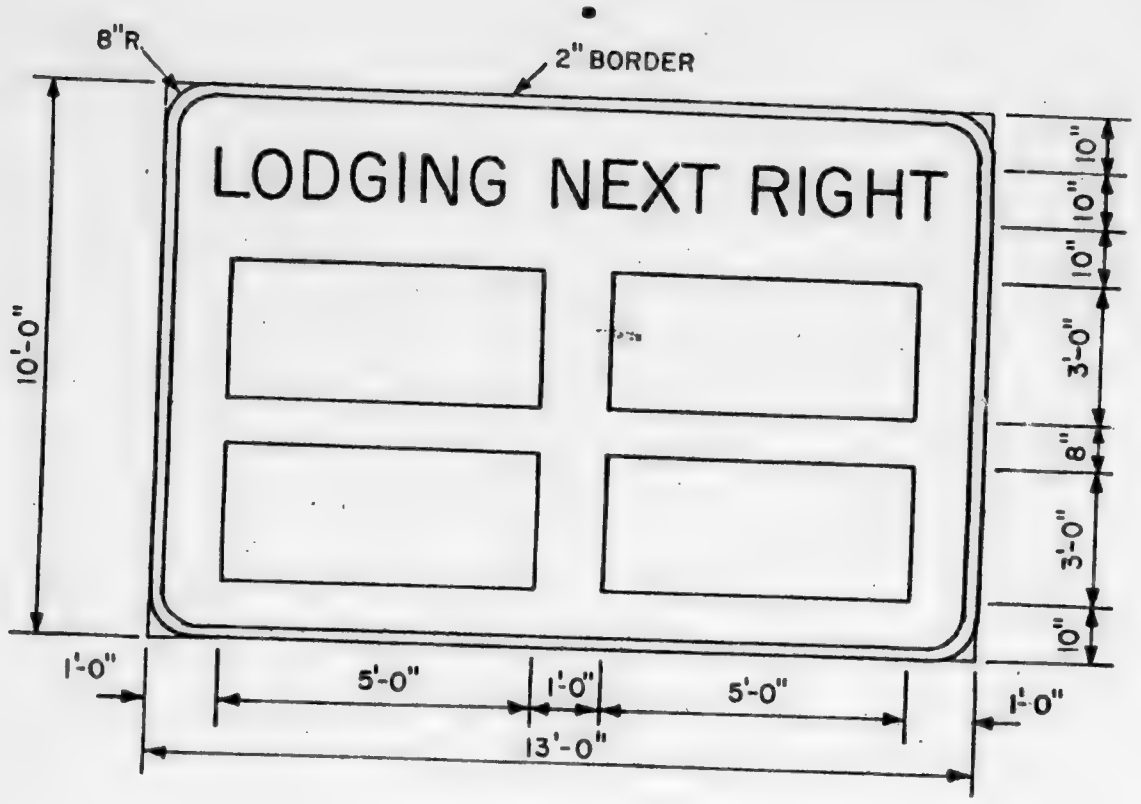
cc: H. S. Coulter
C. M. Williams
Jack Sollis
Bob Shotwell
Patty Calcaterra

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

RECEIVED
DEC 16 1976

NOTED
R. L. SCHROEDER


8"R
2" BORDER
LODGING NEXT RIGHT
10'-0"
10"
10"
10"
3'-0"
8"
3'-0"
10"
1'-0"
5'-0"
1'-0"
5'-0"
1'-0"
13'-0"

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 12, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Projects I-5-0(4)11 and I-80N-0(5)40
Motorist Service Signing Projects

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

For the reasons outlined in Mr. Schroeder's September 27 letter, the one year time limit originally stipulated for participation in the charges involved with the installation of stockpiled logo sign material is extended to January 1, 1977, as requested.

G. L. Green

10-14-76
To:
Copies To:
George
Kulien
SKreg

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
OCT 14 1976

VA.

September 27, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

On April 22, 1975 your office indicated you would be willing to participate in the charges involved with installation of stockpiled logo sign material and in the cost of additional funding that might become necessary. A time limit of one year from the award of the contract was stipulated.

The three contracts involved, north and south units on I-5 and I-80N, carry contract award dates of July 2, 1975, thereby precluding any prefix charges past the date of July 2, 1976.

The one-year limit imposed by your office was based on our estimate of when the stockpile logo sign material would be installed. Our estimate of one year's time has not proven to be quite accurate. The execution progress of the contract itself delayed some of the sales involved with the stockpile material. Also, expected development in some instances did not occur as rapidly as anticipated.

Since the first of July up to the present time, we have continued to request installation of the stockpile logo material. It is now our best estimate that a substantial part of the stockpile logo signs will be utilized by the end of the year.

It is requested that approval be granted for the extention of the July 2, 1976 date through to January 1, 1977, in order to obtain participation in the continuing installation of the logo sign material from the stockpile source.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
V. E. Skoog
J. L. Sollis
L. E. George
Patty Calcaterra
LEG:rah:ab

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-7-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -5-0(4)11

STATE PROJECT NO.: see below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I 829

COUNTY NAME: Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 13 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-4-75	8-30-76	Interstate 5	Primary 1

GENERAL LOCATION:

"Motor Service Signing - North Unit"

GENERAL DESCRIPTION OF WORK:

Installation of stockpiled signs and new signs at mile points 162.44 NB - 196.40 SB and 196.80 SB.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-3-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the amount of $4,250 - Federal Funds $3,920.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-9-76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 611-558

SP*73402-734

826

September 29, 1976

Stillwell Construction Company
13306 S. E. 30th Street
P. O. Box 186
Bellevue, Washington 98009

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8260 for work on Motorist Service Signing Project, I-5 (North Unit) in six counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 24 days is granted.

This consists of an extra 9 days for verifying post lengths and shop drawings; 4 days for work on Price Agreement No. 2; and the 11 days counted after February 14, 1976 during which Extra Work Order No. 1 and some minor work was performed.

Very truly yours,

for E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Ed Hardt

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 27, 1976

FILE: CON 5 #8260

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Motorist Service Signing Project
I-5 (North Unit)
Contract No. 8260
Request for Time Extension

Stillwell Construction Company requests a 34 day extension on this project for: last days counted when only minor work was performed just prior to the completion date of record, approval of shop drawings and arrangements for out of State inspection of fabricated posts, and "several change orders" and "a great deal of force account work". The Resident and Region recommend 17 days extension in 3 parts. This includes an extra 9 days early in the project to verify post lengths and return shop drawings. This is based on an actual 23 days versus an ordinary two weeks to accomplish this. There is not a "great deal" of force account or change order work in this project. There is one extra work order for the installation of additional signs out of the stockpile signs which were fabricated under the contract and only $1,457 was spent on this. There are only two price agreements, one of them for only $125 and the most significant being P.A. 2 in the amount of $4,710 to add two signs and supports at the Coberg Interchange. The Resident Engineer recommends 4 days extension for this price agreement. The E.W.O. 1 work was apparently done very late in the contract time and I believe duplicates or is included in the so-called rollback time for the last 11 days counted when only minor work and this E.W.O. 1 work was performed. The Resident Engineer agrees with this rollback time, so he seems to really be recommending 28 days extension, 4 days of which on E.W.O. 1 is apparently duplicated by the rollback time.

I recommend a 24-day extension consisting of the 9 days for verifying post lengths and shop drawings, 4 days for Price Agreement 2 and the last 11 days counted from February 14 to the second notification date of February 25 when only minor work and some E.W.O. 1 work was performed. A 24-day extension leaves 10 days liquidated damages in effect at $75 per day.

This is an Interstate project. I believe the recommended extension could be granted participating under delegated authority from FHWA. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church
Marion Craft

RECD STATE HWY ENGR
SEP 28 '76
REFER TO
FOR

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8260 Contractor Stillwell Construction Co/

Highway Pacific (I-5) (N. Unit)

Section Motorist Service Signing

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 24-day extension of contract time because of 9 days extra for verifying post lengths and shop drawings, (in excess of 2 weeks); 4 days for Price Agreement No. 2; and 11 days counted after February 14, 1976 for some minor work and E.W.O. 1 work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Acting Asst State Highway Engineer

State Printing 27980

Contract No. 8260

Project designation I-5-0(4)11 State-Federal

Date awarded July 2, 1975

Work started October 6, 1975

Per cent completed 100 * Date

No. of Workdays Allowed 175 CD

No. of Workdays Used 209 CD

No. of Added Workdays Requested 34

* See accom. letter.

E—320 (Rev.)—3M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 7/27, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to 34 days, within which to complete our Contract No. 8260, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

STILLWELL CONSTRUCTION CO.
Contractor

By W E Stillwell

CONSENT OF SURETY

Date 7/27/, 19 76

We, MARYLAND CASUALTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Darrell D. Thompson
Attorney-in-fact

Darrell D. Thompson (SEAL)
Resident Agent

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 16, 1976

FILE: CON 5

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: MOTORIST SERVICE SIGNING PROJECT
I-80N, Contract No. 8253
I-5 North Unit, Contract No. 8260

TO: CARROLL T. KEASEY
Construction Engineer

Attached is a request for extension of time on these two projects, the contractor's letter of explanation and Bob Shotwell's analysis of the time extension request. I don't have any information or any insight into the problems of these contracts that would lead me to recommend anything any different than what Shotwell has recommended, and therefore would recommend that Shotwell's recommendation be followed.

The contractor has asked for increasing the number of work days from 200 to 301 days, or a 101 day time extension on the I-80N contract, and Bob has recommended 66 days be granted. On the I-5 contract the contractor has asked for an additional 34 days, and Bob has recommended 17 additional days be granted. ?

Summarizing our recommendation then, would be to grant 66 days to the I-80N contract, contract number 8253. Sixty-three of these days would be due to giving the time back to the contractor that was charged after all the work was essentially done, or all the time past March 25, 1976. An additional 3 days would be given to the force account work prior to that date.

On the I-5 contract, contract number 8260, our recommendation is for 17 days. Nine of these days is due to State responsibility and delay in verifying post lengths, shop drawings and so forth, four days due to installing signs on Extra Work Order No. 1, and 4 days due to signs which were added to the contract by price agreement.

MC/lms

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97227

August 10, 1976

TE UE SO ENV

RECEIVED
FILE
AUG 12 1976
REGION 1

RSM RBC RBI LOC

FROM: Robert E. Shotwell
Resident Engineer

SUBJECT: Motorist Service Signing
I-5 (N. Unit)
Contract No. 8260

TO: Ed Hardt
Regional Engineer

Attached is a Contractors request for an extension of time for the above project, with their letter of explanation.

Stillwell is asking that no damages be assessed, by increasing the number of workdays from 175 to 209 (34 days).

We agree with the "roll-back" date in the letter as contract work was substantially complete on this date. (Feb. 14, 1976)

Most of Stillwell's request is in the 5th paragraph. Some of the dates are in error.

The shop drawings were given to us at the pre-construction conference, July 13, 1975 (Friday). We verified, corrected, approved, and returned these drawings Aug. 11, or 23 days later. Stillwell maintains that they did not retain the drawings until August 11, (21 days later).

We feel that a more realistic time to verify, make location and approve shop drawings would be about two weeks, but getting this information took longer because of the discussions involved.

23
14
9

All in all this amounts to about 9 days delay. It is presumptuous on Stillwell's part to say it took three approved shop drawings, materials fabricated, delivered and erected in 4 days between July 19 (Friday) and August 12, 1975 (Tuesday).

As far as Stillwell's fabrication, delivery, taking 7 weeks to work out improper connections, I don't tell us that this is reasonable.

4 days were used installing signs on E.W.O. # 1 (which was an anticipated item).

2 signs were added to the contract on a Price Agreement. 6 posts were revised. This amounts to about 4 days field work.

To summarize, about 17 days delay may have been the states responsibility.

However, Stillwell did not pursue this job with "Full diligence" as reflected in his monthly performance.

Field work started Oct. 6, 1975:

They worked 8 days in October,

17 days in November

4 days in December

4 days in January

7 days in February.

Based on our investigation of this Project, we recommend 17 days additional time be granted.

All work is complete except for replacing sign panels which have had hinge failure. This is still in progress.

RES:def

KS: files.

verify post lengths 9
E.W.O. 1 4
P.A. 2 4
17
Last time "Fallback" 11
28
Deduct this duplicate the E.W.O. reason 4
K.S. =24.

July 26, 1976

Mr. Robert Shotwell, P. E.
Oregon State Highway Department
1101 North Russell Street
Portland, OR 97227

RE: Contract #8253
Contract #8260 –

Dear Mr. Shotwell:

For sometime now, we have been discussing and resolving the various delays associated with these projects. The problems have been numerous but have been or are being resolved. We are requesting that the calendar day counts be rolled back as follows:

Contract #8253 - Day count be stopped as of 3/25/76.
Contract #8260 - Day count be stopped as of 2/14/75.

This would result in excess calendar days of 38 days on Contract 8253; 23 days on Contract 8260. These are the Dates on which the projects were substantially completed by us. Only a few extra work items or force account items remained after this time. Since the projects were substantially complete as of the above dates, we do not feel penalties should be assessed for the time since those dates as this time has been spent performing extra work orders, force account work and resolving the rivet and hinac problems. Most of the time has been spend on the rivet and hinac problems. Here again, we do not feel we should be assessed damages for this problem. While the signs were admittedly defective, they were functional add did operate and did serve their intended purpose. Had these deficiencies not been discovered at the time they were, but rather four or five months later, all of this work would have fallen under warranty work and certainly damages would not have been assessed.

The signs wererinspected and accepted one by one at the fabricator's plant by the State of Oregon and both our supplier, Traffic Control Sign Co., and your own State inspectors found nothing wrong with the signs at that time. The possibility exists that a case could be made where this defective work would be covered under the warranty work section 66 the specifications. We have never pressed this case but rather have chosen

to resolve the long and e..pensive problem ourselves.

In view of the above, we again request that the damages not be assessed for this period of time. We further request time extensions from the date of substantial completeon of each project back to the limit of calendar days allowed under the contract.

As we stated in the preconstruction conference on July 21, 1975, we intended to start work on August 15, 1976. Shop drawings for the steel posts were submitted at that meeting and we asked whether the State of California or the State of Oregon would inspect the posts. Numerous questions remained over the exact quantities of posts required and over the post lengths. Our post supplier, Altius Corporation, finally received approved shop drawings on August 22, 1975, and on August 18, 1975, we were notified that the State of California would do the inspection. It took our supplier and the State of California another three weeks to work out all the technicalities before the State of California gave them authority to proceed. We then fabricated stubs and received them on the jobsite and began installing them on September 29, 1975. This was 45 Days behind our intended schedule and due primarily to delays in drawing approval and inspection prodedures. During the course of the contracts, several change orders were completed along with a great deal of force account work. We continually asked for time extensions as these were done.

I would also like to point out that thwards the end of the projects, we broke our sequence of installing posts and signs so as to accommodate the State of Oregon by installing those signs determined to be most necessary. This caused more travel and less efficiency and should certainly be considered in this request.

The day counts allowed on these projects were exceedingly short and allowed for no slippage on anyone's part. We pursued these jobs with full diligence and when the last of the rivet and hinac panel is repaired we will have given the State of Oregon a first class product in every respect.

In summary, we are therefore requesting time extensions and/or rollbacks of calendar day counts sufficient to cover these projects without the assessment of liquidated damages or other charges. Please contact us if we can supply any additional information.

Very truly yours,

STILLWELL CONSTRUCTION CO.

W. E. French
Operations Manager

ss

cc Keith Martin

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 10, 1976

In reply refer to: 1041A/520.61

SUBJECT: Oregon Project I-5-0(4)11
Motorist Services Signing (North Unit)
Nonconforming Business Signs

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Your August 25 letter requested reconsideration of our comments concerning the Burns Brothers logo sign recently placed on the "LODGING NEXT RIGHT" boards at the Stafford Road Interchange. A recent check of this facility revealed that there is no signing or other indication that there are rooms available for the general public at the truck stop. In fact, there are several areas and facilities that are specifically for the use of truckers.

From our brief review of the facilities we believe it is misleading to general travelers to suggest through motorist service signs on the Interstate that lodging is available at Burns Brothers. It is requested that the signs be removed.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 13 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Att | ...

noted

8210

1

August 25, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Motorist Services Signing
Stafford Road Interchange
1041A.1/520.61

In your letter of August 18 you commented on a possible incorrect usage of logo signs recently installed on the "LODGING NEXT RIGHT" board at the Stafford Road interchange. The signs involved the Burns Brothers Truck Stop.

A check with the company revealed that the truck stop has had in the past, and still has, sleeping accommodations in the truck stop proper for the use of the trucking industry in particular and anyone else who might wish to utilize the service. On this basis it is our opinion that the logo signs in question do, in fact, provide a service for the traveling public.

We ask your reconsideration of this matter in order that final acceptance of the project may proceed.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
L. E. George
Jack Sollis
C. O. Fredrickson
Patty Calcaterra
LEG:ds:ab

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: August 18, 1976

In reply refer to: 1041?.1/520.61

SUBJECT: Oregon Project I-5-0(4)11
Motorist Service Signing Project
Inappropriate and Nonconforming Signs

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

It has been noted that inappropriate and nonconforming business signs have recently been installed on the "LODGING NEXT RIGHT" motorist information signs at the Stafford Road interchange. Signs containing the legend "BURNS BROS." have been installed while in fact the only public lodging facility available at this interchange is "NENDEL'S MOTEL".

The primary purpose of this program is to provide a service for the traveling public; not advertising space for individual businesses. Since the signs in question fail to fulfill this basic requirement they will have to be removed prior to our final acceptance of the project.

for G. L. Green

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
AUG 19 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
AUG 10 1976
Office of
Assistant State Highway Engineer

360

b

August 24, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

137a S

Motorist Service Signing
Woodburn Interchange
1041A.1/520.61

This is in reply to your letter of August 16 concerning the Stucky's business sign mounted on the "GAS NEXT RIGHT" motorist information sign at the Woodburn interchange.

These signs were installed in anticipation of Stucky's operating as an independent gas station under the name of Stucky's Gas. Unfortunately they have not made this change and are still operating as a Texaco Station. The Stucky's logo will therefore be changed to a Texaco logo until such time as the anticipated name change actually takes place.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc H. S. Coulter
E. S. Hunter
Jack Sollis
L. E. George
C. O. Fredrickson - Please make the necessary change.
Patty Calcaterra

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97309

SUBJECT: Oregon Project I-5-0(4)11
Motorist Service Signing (North Unit)
Nonconforming Business Signs

DATE: August 16, 1976

In reply refer to: 1041A.1/520.61

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

It has been brought to my attention that business signs which fail to meet specific requirement of the regulation have recently been installed on the northbound and southbound "GAS NEXT RIGHT" motorist information signs for the Woodburn interchange. The signs in question are the red and yellow "Stucky's" business signs which are being used in lieu of the standard Texaco logo.

This condition must be corrected prior to our final acceptance of the project.

G. L. Green

NOTED
R. L. SCHROEDER

RECEIVED
AUG 18 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

— 1

8260

DATE: June 16, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Motorist Service Signing, I-5 North Unit
Contract No. 8260

An overrun of $15,850.70, or 14 percent, is now expected on this project. The original project covered installation, or footings providing for gas, food, lodging or camping logo signs at 54 locations on I-5 between Portland and Roseburg. Stillwell Construction Company is the contractor.

Since the contract started, the Travel Information Council has sold additional logo advertising at new locations not included in the contract. Eight additional installations have been covered by added orders and another is pending.

The contractor's work is all installed, but two problems have become apparent concerning the quality of the installations made. This concerns some short rivets in the sign panels which have to be replaced and also defects in the hinac finish on the signs. Our present position is that the contractor is responsible for corrective work and this issue is causing further overrun of our engineering costs.

This is an Interstate project and all the added work has been federal participating. The Travel Information Council reimburses the Highway Division for the remaining costs on these projects.

Your approval of an additional $15,850.70 to a new total project authorization of $129,380.89 is requested. This matter will be on the agenda for your consideration at the June 29 meeting.

JAB:fr ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
E. L. Hardt
C. T. Keasey
L. W. Rulien
V. E. Skoog
L. E. George
George Bell

Form E-372 (Rev. 12-70)

APPROVED
STATE HIGHWAY ENGINEER
DATE: 6-30-76

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Motorist Service Signing Project Date May 28, 1976

Highway Pacific (I-5) (N. Unit) Contract No. 8260

County Six Counties Kind of Work Logo Signs Contractor Stillwell Construction Co.

	Authorized	Estimated
Contract Amount	$92,403.00	$86,965.89
Anticipated Items	6,750.00	3,625.00
Contingency (4½%)	4,461.89	18,790.00
Engineering	9,915.30	20,000.00
Credits		
PROJECT COST	$113,530.19	$129,380.89

NET INCREASE $ 15,850.70 OR 14 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) Liquidated Damages (34 Days)	-2,500.00	-2,500.00
(U) Credit for time extension (Liquidated Damages)	+2,500.00	+2,500.00
(A) E.W.O. #1 Install Additional Signs	3,000.00	-3,000.00
(C) Adjustments to B.I. 3,4 underrun to B.I. 2,5	5,427.11	-5,437.11
(U) P.A. #2 Fab. & Inst. Additional Signs	4,710.00	+4,710.00
(U) S.F.O. # 3,4 Additional Signs and Supports	10,080.00	+10,080.00
(A) Anticipated Not Used	-125.00	-125.00
(U) Engineering	20,000.00	+10,084.70
(U) SFO to install large "lodging" logo for southbound Belt Line Rd. Interchange	4,000.00	+ 4,000.00

Principal reasons for overruns (Continue on reverse side) Additional Signs required by Traffic Information Council and Traffic Engineer and respective Engineering location of work and length of Job contribute Engineering overrun. Anticipated costs due to sign deficiences will also increase engineering costs.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ for Construction or Bridge Engineer

Confirmed by _____ Regional Engineer

Noted by _____ Acting Deputy or State Highway Engineer

SP*69727-724

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

May 13, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Motorist Service Signs
Interstate 5
Lane County

ROUTED
H. S. COULTER

The Travel Information Council has sold another "LODGING" Logo for southbound traffic at Belt Line Road Interchange (Exit No. 195). This sale makes it necessary to remove the existing small sign and replace it with a large size sign. The Federal Highway Administration has agreed to participate, providing we install the new sign at the location called for under Transmittal 38. This agreement calls for the removal of the existing 12' x 5' sign and replacing it with a new 13' x 10' sign at another location.

Under Transmittal 38, the "GAS" panel should be located 1/2 mile from the gore and the other Logos spaced at 1,000 foot intervals. This would make the new "LODGING" Logo 4,640 feet from the gore. According to the information available to us, the best location in this area is M.P. 196.64. Your field investigation may show the sign should be moved due to roadside conditions but the general distance from the gore should be maintained.

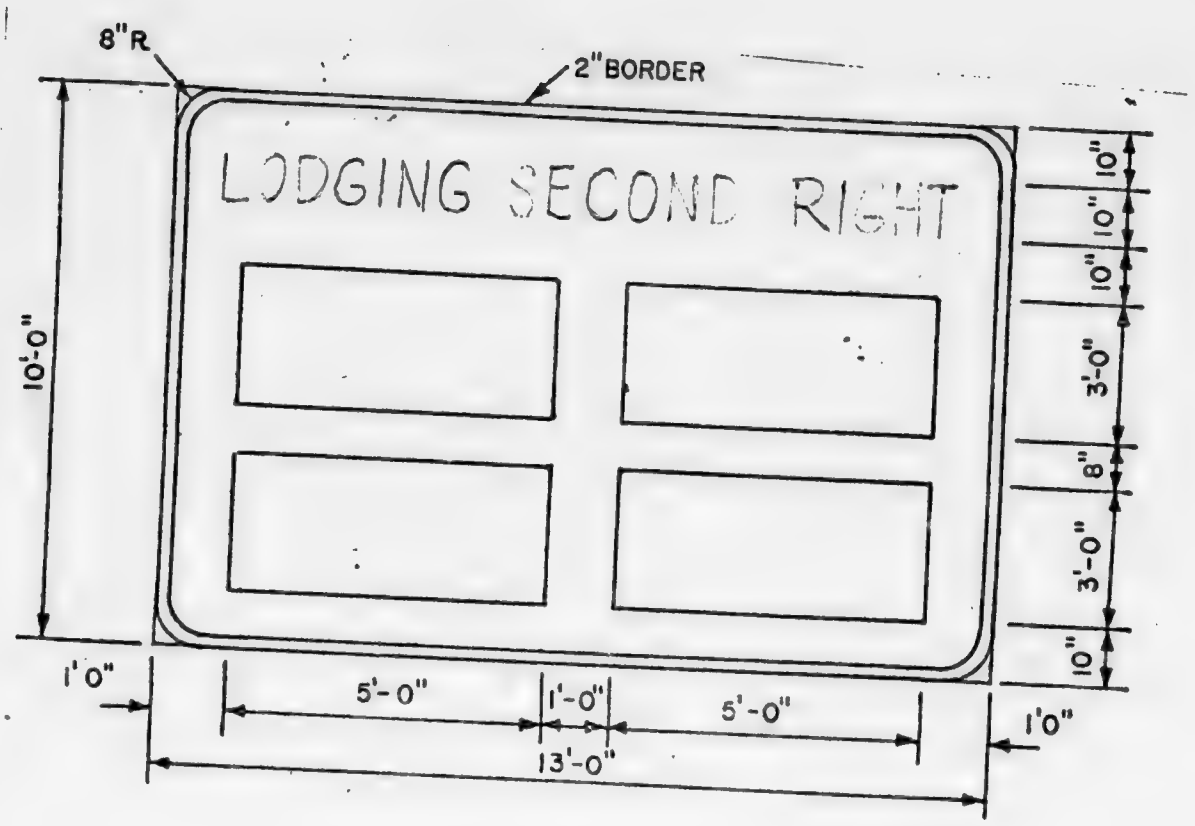
Please order the necessary material and have the sign installed as outlined above and on the attached drawings. After the installation, please remove the existing "LODGING" sign.

All work should be done by State crews and charges made to the prefix of the current Motorist Service Signing Project (N. Unit), Contract No. 8260.

for L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: H. S. Coulter
Jack Sollis
C. T. Keasey
Robert Shotwell
Patty Calcaterra


8"R
2"BORDER
LODGING SECOND RIGHT
10'-0"
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10"
10"
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1'-0"
5'-0"
1'0"
13'-0"

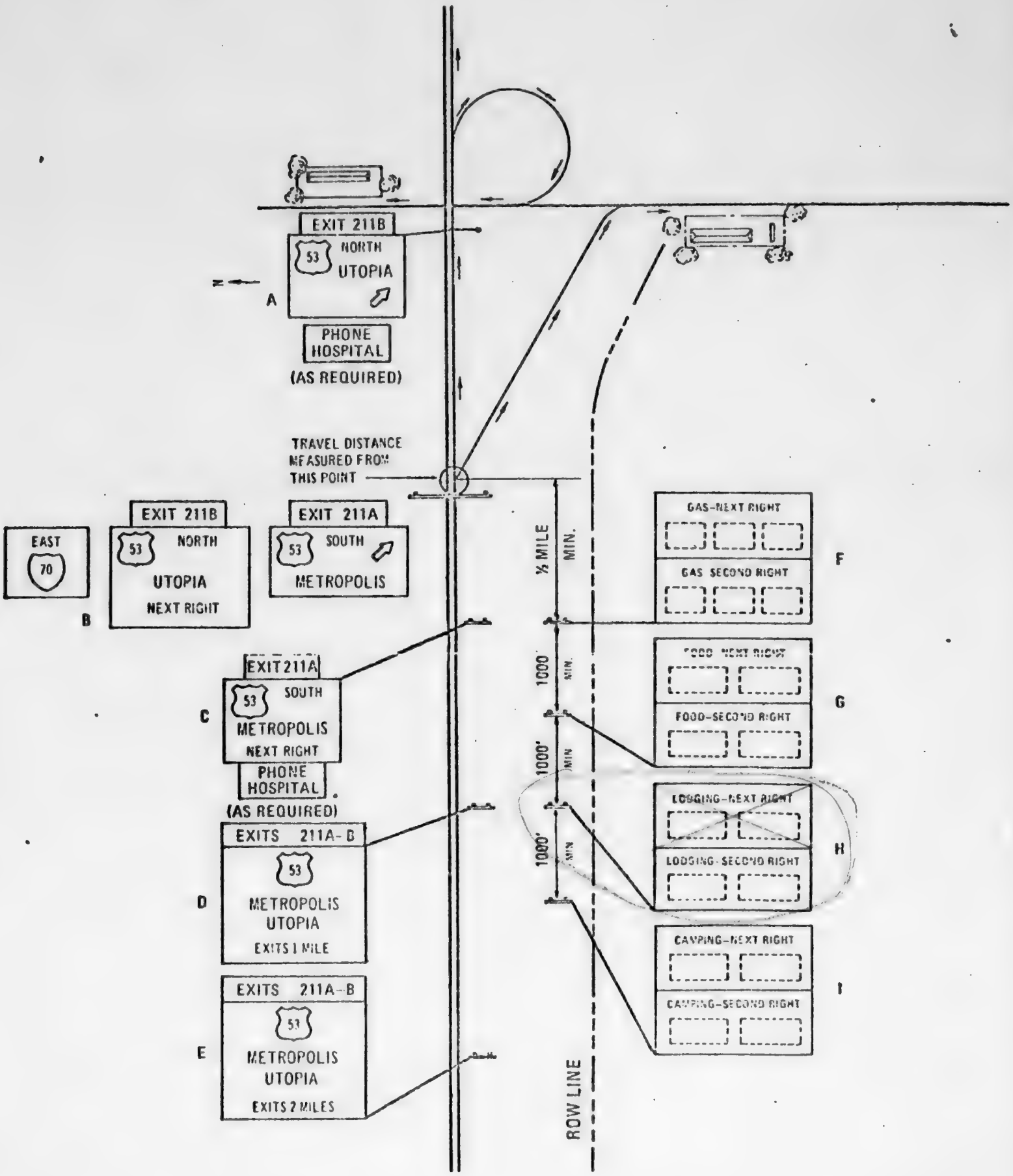

FIGURE 8-3 - TYPICAL SIGNING FOR DOUBLE EXIT INTERCHANGE

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 5-0(4)11(N. Unit)

STATE PROJECT NO.: I-5 Motorist Service Signing

COUNTY NAME: See below

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I-829

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12'76
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					for	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-4-75	4-21-76	Interstate Route 5	Primary Route 1

GENERAL LOCATION:
North Tigard Interchange - Roseburg Section of I-5 in Lane, Marion, Linn, Douglas & Multnomah Counties.

GENERAL DESCRIPTION OF WORK:
Fabricate & install Logo signs MP 287.17 & 287.01 Southbound and MP 285.27 & 285.10 Northbound

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 22, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the estimated amount of $6,320 - Federal Funds $5,820.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-76	E. J. Valeck	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*72830-731

5260

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97227

May 5, 1976

FILE:

RECEIVED
MAY 06 1976
REGION 1

FROM: Robert E. Shotwell
Resident Engineer

TO: MEMO TO THE FILES.

SUBJECT: Logo Sign Contracts
Contract No's. 8253 and 8260

Received a call from Al McCrae (Industrial Plating) on May 4, 1975. He has been uncovering stockpiled signs in Salem looking for Hinac problems. He said he had found the problem with the Hinac - it was the plastic coated paper in which the signs had been packaged. I questioned how he had determined this and his answers were vague. He said he was going to stay overnight in Salem and then leave.

I contacted Stillwell Construction Co. by telephone and told them they should discuss problem with Al. Received several calls later in the day and the result was arrangement of another meeting in Salem.

Met today (May 5, 1976) with Pete Lemke (Traffic Control Signs Co.), Bill French (Stillwell), Al McCrae (Industrial Plating), "Earl" (Industrial Plating), Ron Reinkemeyer and myself.

Al proceeded to explain and show how paper was "dissolving" the Hinac.

His explanations seemed inconclusive especially in light of areas of stored signs which had no paper on them which also were losing paint. One area covered by only styrofoam could be rubbed and considerable paint removed on your finger. Also signs erected on I-80N have many Hinac failures and were never packaged in paper. Pete Lemke & Bill French maintained they had used this type paper (it is Scothlite paper used to cover adhesive coated reflective sheeting) for several years with no problems.

cc: Scott Coulter - For your info.
ELH

Al McCrae took two panels from a stockpiled sign along with some of the paper and is going to take it to a laboratory and have it analyzed in hopes of finding answer to the problem.

I informed Bill French that we were looking to them to resolve the problem and that we intended to continue installation of panels good or bad in order to satisfy demands for Logo installations already sold. I also informed him time was still been charged on the contracts and a resolution of an extension was becoming increasingly difficult.

He informed me that they would pursue the problem and resolve it as quickly as possible.

Robert E. Shotwell
Resident Engineer

RES:rsr

XC: John Jenkins
C. Keasey
Ed Hardt
Ed Rief
Bub George
Kieth Martin
Patty Calcattera
Files.

8260

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

May 4, 1976

FILE:

NOTED
H. S. COULTER

FROM: L. E. George
Traffic Engineer

SUBJECT: Logo Signing at "Q" Street Interchange

TO: H. S. Coulter
State Highway Engineer

Sometime ago, you asked that I identify appropriate steps involving necessary action to comply with certain revisions in the Logo signing at the "Q" Street Interchange. The following are those steps which I would recommend:

1. Contact should be made with the businesses, who have purchased Logo signs at the "Q" Street Interchange. They should be advised that the signs are to be removed and that their fees will be refunded. Patty should perform this function; I will help if necessary. Yes

2. After Step No. 1 is accomplished, the Logos should be removed by State Forces and the removal should be charged against the Logo contract as a participating item. Yes

3. Patty and the Traffic Engineering Section should initiate the necessary action to implement State Force installation of supplementary Logo signs. Yes

4. The District Engineer's office, in the course of reviewing each Logo permit application, should determine the Logo (business sign) currently being used by the business and submit photographs of such signing to be transmitted with the application. These photos will be used by both TIC and the Highway Division during the review and approval process when the actual Logo panels are ordered. Yes

5. The proper Regional Engineer should be requested to correct improperly placed Logo panels as soon as possible. Yes

L. E. George
Traffic Engineer

LEG:ds

cc: Patty Calcaterra
Jack Sollis

Please proceed —
cy Region Engrs —
L E George —

RECEIVED

(illegible)
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1976

In reply refer to: 1041A.1/520.61

SUBJECT: Specific Service Logo Signing in Oregon

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

At our meeting with your staff on 4/6/76 general agreements were reached in resolving the issues discussed in the Final Construction Inspection Report for Oregon Project I-5-0(4)11 as well as those comments contained in Mr. Coulter's March 24 memorandum. Messrs. Coulter, Sollis, George, Valach and Bryant participated.

The following agreements were reached:

1. The specific information panels presently in place in advance of the "Q" Street Interchange will be removed and the General Motorist Service Signs relocated in order to reduce accident potential and possible driver confusion within this extremely short weave section. It was agreed that this corrective work would be accomplished by State forces with Interstate fund participation. We acknowledge that the provision for logo signs at "Q" Street was overlooked during the generally tight schedule for advancing the logo program.

2. The Travel Information Council expects approval in May of new regulations covering specific informational signing for motorist services which are more restrictive than the Federal standards relative to the distance a gas, food, or lodging facility can be located from an interchange and remain eligible for placement of a business sign on a specific information panel. In general, the business must be located within one mile of the interchange with a provise that an otherwise qualified business located within 3 miles of the interchange but more than one mile from the interchange may obtain a waiver under certain

RECEIVED
Office of
Assistant State Highway Engineer

c/- Johnson
Allen
Bud George
4-13-76

RECEIVED
STATE HWY ENGR
APR 12'76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					4	

specified conditions.

These two regulations should effectively eliminate the problem of signing for those businesses located on facilities other than the crossroad or which would otherwise pose a problem in directing a motorist once he has left the freeway.

3. It was agreed that signing for certain fast food type establishments on current projects is acceptable under the criteria that the establishment is open for business at least twelve hours a day, seven days a week as required by the State regulations and that reasonable motorist expectations are met.

4. All applications for placement of a business sign on a motorist service sign will be checked by the Highway Division for relative conformance with the color requirements of the standards prior to final approval. Those business signs which do not presently comply with the standards but are now in place will be revised accordingly when it is otherwise necessary to replace them.

5. The problem of improper placement of the business sign on the specific information panel is an isolated condition which will be corrected by State maintenance personnel as soon as possible.

G. L. Green

cc:
OSHD (H. S. Coulter)

specified conditions.

These two regulations should effectively eliminate the problem of signing for those businesses located on facilities other than the crossroad or which would otherwise pose a problem in directing a motorist once he has left the freeway.

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5. The problem of improper placement of the business sign on the specific information panel is an isolated condition which will be corrected by State maintenance personnel as soon as possible.

for G. L. Green

cc:
OSHD (H. S. Coulter)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8260

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Motorist Service Signing Project Date April 9, 1976

Highway Pacific (I-5 North Unit) F.A.P. No. I-5-0(4)11

County Six Counties Prefix 622-1056 Account No. 276-04

Description of Work To Be Done:

Fabricate and install one 6' X 15' "GAS" Logo Sign on wood Posts and one 12' X 13' "FOOD" Logo Sign on Standard Steel Breakaway Posts.

Location by Station Numbers:

Mile Post: 161.45 Northbound (GAS) Bear Creek
Mile Post: 196.40 Southbound (FOOD) Belt Line Road

Estimate of Quantities and Costs:

246 Sq. Ft. of Sign Panels	$2,460.00
600 lbs. of W6 X 12# posts, stubs, misc. hardware	900.00
2 Footings	300.00
2 Wood Posts	100.00
Total	$3,760.00

Explanation: Traffic Information Council sold Logo Panels for Bear Creek and Belt Line Road Interchanges, which were not on the original contract. Because of the late date The Traffic Engineer has ordered these signs to be installed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 113,530.19

Present estimate of project cost, including $ 3,760.00 for work under this order $ 128,243.00

Expected ~~over-run~~ (amount) . . . . . $ 14,712.81

Expected ~~over-run~~ (per cent) 13.0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] for: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

SP 72830-7-74

8260

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Motorist Service Signing	SECTION: Motorist Service signing	WEEK ENDING: February 28, 1976
	HIGHWAY: Pacific	SECTION PREFIX: 622-1056
		COUNTY: Six Counties
CONTRACTOR: Stillwell Construction Co.	KIND OF WORK: Logo Signs	
DATE OF CONTRACT: July 2, 1975	CONTRACT NUMBER: 8260	FEDERAL AID PROJECT NUMBER: I-5-0(4)11
	DATE WORK STARTED: October 6, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 175	CALENDAR DAYS USED: 209
PROJECT AUTHORIZATION: $113,530.19	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 119
EXCLUSIVE OF ENGINEERING: $103,614.89	ENGINEERING AUTHORIZATION: $9,915.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $103,088.00	ENGINEERING COST TO DATE: $10,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 0.51 %	PERCENT OF AUTHORIZATION: 101 %	DATE PROJECT WAS COMPLETED: February 25, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		DOES NOT APPLY TO MOTORIST SERVICE SIGNING					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	DOES NOT APPLY TO THIS PROJECT.				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

BOOM TRUCK, trailer, misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		1		
MONDAY 23	Rain	1		
TUESDAY 24	Rain	1		
WEDNESDAY 25	Showers fair	1		
THURSDAY 26	Rain	0		
FRIDAY 27	Rain	0		
SATURDAY 28		0		

K

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
MAR 1 1976
CONSTRUCTION SECTION

Berg

BEN GIFFORD

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 22	No Activity
23 MONDAY	No Activity
24 TUESDAY	No Activity
25 WEDNESDAY	Erect signs 106, 112, and 110 (temporary) (all signs are up that are scheduled)
26 THURSDAY	
27 FRIDAY	
SATURDAY 28	

REMARKS

STATUS: All Work complete, except corrective (Punch list) work.

SIGNED _____ LOCATION 1101 North Russell Street
Portland, oregon 97227

Robert E. Shotwell
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP°F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

January 29, 1976

FILE:

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Logo and Supplementary Logo Signing

TO: MEMO TO FILE

Bud George, Bob Shotwell, Jack Sollis, Leda Koffler and I met on January 23 to resolve some questions about the Logo and supplementary Logo signs raised during a recent field trip of Shotwell and Wally Bryant, FHWA Area Engineer.

In discussing the kind and amount of directing of a motorist to a facility as they leave an interstate route, it was concluded that the guidance provided by a supplementary Logo sign, at or approaching the ramp terminal, should suffice. Past this point, the State must assume that the motorist, having received indications on which way to turn and a distance, can negotiate the travel path from the ramp terminal to the facility by their own devices. This was even more true under billboard operation, since no supplementary guidance or trailblazing type markers were installed in those instances.

The installation of Logos on a freeway-to-freeway type connection does pose some special type of problems. However, we feel that the regulations published by the Federal government make provisions for the use of Logo signs even in this instance. It was concluded that safe operation of traffic can be achieved through the installation of signing similar to that outlined on the attached sketch map from the "Q" Street Interchange near Eugene. The North Santiam Interchange on Interstate-5 is not a freeway-to-freeway type of connection but traffic is brought to a signalized intersection. The installation of supplementary Logos at the ramp terminal would seem to provide sufficient guidance.

We do not know where any Logos have been sold that are not related to motorist services. If such is the case, the businesses involved will be advised they are not eligible for Logos, even though they have paid their fee.

If an investigation of a facility indicates that a business meets the criteria outlined in Section III, B, of the regulations, it is very difficult to refuse the sale of a Logo. This is particularly true when the refusal might be based on a strictly judgmental factor, such as the type of meals served. We will review any identified business that may not meet the requirements in the regulations. If any are found to not be in compliance and corrective measures are not taken, the Logo permit will be cancelled at the end of the permit period.

It has been suggested that the Travel Information Council receive advance approval from the Highway Division prior to acceptance of any fees for all future Logo signs. This procedure is currently being practiced and has

been since the beginning of the program. The procedure for approval of Logo applications was reviewed. Once an application is received for a Logo at a previously approved interchange location, a copy is transmitted by the Permit Office to the District Engineer for review and a report. This report is then sent back to the Permit Office and, based on the information contained in it, the application is either approved or disapproved. Input from the Traffic Engineering Section is also received by the Permit Office to use in the application review procedure. The Traffic Engineering Section reviews any location that might result in difficulties in directing a motorist safely to and from the freeway. If all of the criteria outlined above are met, as well as those contained in the regulations, it is very difficult to refuse the sale of a Logo.

It is suggested that, if a consensus can be reached between all parties concerned, that the guidelines listed in this memo to file be used as future policy in the sale and installation of all types of Logos.

LEG:ds
Attachment

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
Jack Sollis
Patty Calcaterra
E. E. Beckman

8260

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Motorist Service Signing	WEEK ENDING: January 3, 1975
		SECTION PREFIX: 622-1056
	HIGHWAY: Pacific	COUNTY: Six Counties
NAME OF JOB: Motorist Service Signing	KIND OF WORK: Logo Signs	
CONTRACTOR: Stillwell Construction Co.	CONTRACT NUMBER: 8260	FEDERAL AID PROJECT NUMBER: I-5-0(4)11
DATE OF CONTRACT: July 2, 1975	DATE WORK STARTED: October 6, 1975	ESTIMATED COMPLETION DATE: January 23, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 175	CALENDAR DAYS USED 156
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 89
PROJECT AUTHORIZATION: $ 113,530.19		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 40
EXCLUSIVE OF ENGINEERING: $ 103,614.89	ENGINEERING AUTHORIZATION $ 9,915.30	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,614.89	ENGINEERING COST TO DATE $ 7,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 40
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 00 %	PERCENT OF AUTHORIZATION . . . . . 79 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		DOES NOT APPLY TO MOTORIST SERVICE SIGNING					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	DOES NOT APPLY TO THIS PROJECT.				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28		1		
MONDAY 29	Rain	1		
TUESDAY 30		1		
WEDNESDAY 31		1		
THURSDAY 1		1		
FRIDAY 2		1		
SATURDAY 3		1		

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JAN 5 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 28	No Activity
29 MONDAY	(Contractor delivered 90 posts for I-80N contract # 8253 to Salem shops.)
30 TUESDAY	
31 WEDNESDAY	
1 THURSDAY	
2 FRIDAY	No Activity all Week.
3 SATURDAY	

REMARKS

All Sign panels and posts to be delivered to Salem are delivered.

Next Week: No Activity planned.

SIGNED Robert E. Shotwell
Resident Engineer

1101 North Russell Street
Portland, Oregon 97227
LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8260

OREGON STATE HIGHWAY DIVISION

Portland, Oregon 97227
January 2, 1976

Stillwell Construction Co.
P.O. Box 186
Bellevue, WA 98009

RE: Logo Sign Contracts No's. 8253 & 8260
Columbia River & Old Oregon Trail (I-80N)
Pacific (I-5) (North Unit)

Attention: Bill French

I bring to your attention the limited amount of time remaining to complete the above two contracts.

As of this writing 44 days remain to perform contract work on Contract No. 8253. No Field Work has yet been performed on this project.

Contract No. 8260 has 19 days remaining.

The Highway Division is receiving many inquires on the progress of Logo Signing from advertizers and other interested parties. Your diligent pursuit of these projects is required.

I am in receipt of yours letters of December 31, 1975, allowing us access to your various storage yards to inspect contract materials.

The purpose of these letters was to obtain "Material on Hand" payments for the items stored. However the language of your letters States "Upon payment of the invoices ownership is transferred to the State."

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

OREGON STATE HIGHWAY DIVISION

We will not accept ownership of the sign materials until they are either stored in Salem Shop area as per contract or installed satisfactorly on the project as the case may be.

So please do not consider us the owner until the above conditions have been met.

Robert E. Shotwell
Resident Engineer

RES:rsr

XC: Ed Hardt
Scott Coulter
Patty Calcaterra
Files.

8260

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR 97310
January 2, 1976

FROM: L. E. George
Traffic Engineer

TO: E. L. Hardt
Region 1 Engineer

SUBJECT: Signing Revisions
Motorist Service Signing Project
Pacific Highway (I-5) (North Unit)
Six Counties
Contract No. 8260

Due to recent Logo sales, the Travel Information Council has requested that we install the supports and sign panels at the locations on the above-named contract. Under the terms of the contract, the stubs and footings were to be installed and the supports and sign panels stock-piled.

A summary of the work shown on the attached plans is as follows:

Interchange	Logo Sign	Location	Size
Sutherlin	FOOD	M.P. 135.64 (NBD)	13' x 6'
Cottage Grove	LODGING	M.P. 175.79 (SBD)	13' x 10'
Glenwood	GAS	M.P. 191.30 (NBD)	15' x 6'
Glenwood	GAS	M.P. 193.22 (SBD)	15' x 6'

Will you please have the contractor install the stockpiled supports and signs under a price agreement.

L. E. George
Traffic Engineer

ELS:ds
Attachment

cc: Robert Shotwell
H. S. Coulter
Patty Calcaterra
Jack Sollis
Adrian Olson

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

#8260

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

December 2, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Motorist Service Sign Projects
Pacific and Old Oregon Trail Highways
Contracts 8253 and 8260.

We have been requested by the Travel Information Council to add several Logo signs to the above-named contracts. These signs are desired due to recent Logo panel sales.

A summary of the work to be done under the two contracts is as follows:

Contract 8253

Interchange	Logo Sign	Location	Size
Mission Junction	GAS-FOOD-LODGING	M.P. 215.17 (EBD)	20' x 8'
Mission Junction	GAS-FOOD-LODGING	M.P. 216.93 (WBD)	20' x 8'
North Powder	GAS	M.P. 284.84 (EBD)	15' x 6'
North Powder	GAS	M.P. 286.28 (WBD)	15' x 6'

Contract 8260

Interchange	Logo Sign	Location	Size
Coburg Road	CAMPING	M.P. 197.93 (NBD)	13' x 6'
Coburg Road	CAMPING	M.P. 200.25 (SBD)	13' x 6'
~~North Santiam~~	~~FOOD~~	~~M.P. 252.93 (NBD)~~	~~13' x 10'~~

delete

Also, the combined FOOD-LODGING Logo sign that was contracted for the North Santiam Interchange at M.P. 254.85 (SBD) and deleted at an earlier date, should be returned to the contract and installed at the location shown on the plans.

Will you please add these signs to the present contracts. Due to the progress of the contracts, it is suggested that the revised plan be forwarded as soon as possible.

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: E. L. Hardt
Robert Shotwell
Patty Calcaterra
Jack Sollis
H. S. Coulter

REFERRED TO
Beard Reed
Cole Sample
Erikson Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
DEC 9 1975
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

TRAVEL INFORMATION COUNCIL

R.D. TRANSPORTATION

BOX 2251 • SALEM, OREGON • 97308 • Phone (503) 378-3438

ROBERT W. STRAUB
GOVERNOR

COUNCIL MEMBERS:
ALFRED A. HAMPSON
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MRS. ROBERTA J. FULTON
Vice Chairwoman
MISS ELIZABETH C. DUCEY
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GEORGE M. BALDWIN
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ANN HUNT
WILLIAM HEALY
ALEX MURPHY
DAVID POVEY
N. P. STAROPOLI

STAFF:
JACK SOLLIS
Assistant Attorney General
and Counsel
PATTY CALCATERRA
Director

DEC 1 1975

TO: BOB SHOTWELL
JOE SIMPSON
BUD GEORGE
~~ELMER~~ SCOFIELD

FROM: PATTY CALCATERRA, DIRECTOR
TRAVEL INFORMATION COUNCIL

THIS IS THE FOLLOW-UP LETTER I PROMISED REGARDING AMENDMENTS AND ADDITIONS TO THE LOGO SIGN LOCATIONS TO BE INCLUDED IN THE CURRENT LOGO CONTRACT:

I-5

COBURG ROAD #199: ADD CAMPING BOARDS, EACH DIRECTION (SMALL)

SUNNYSIDE-TURNER #248: REVISE GAS BOARD TO INCLUDE FOOD BOTH DIRECTIONS

NORTH SANTIAM #253: ADD A FOOD BOARD NORTHBOUND (LARGE)

By State Forces

80-N

MISSION JUNCTION #216: ADD A TRIPLE-SEATER TO THE CONTRACT FOR GAS, FOOD AND LODGING, EAST AND WEST (SMALL)

NORTH POWDER #285: ADD GAS, EAST AND WEST (SMALL)

NOTED
ELMER SCOFIELD

REGARDING THE TIME-FRAME FOR OUR SOJOURN INTO THE FIELD TO LAY OUT PLANS FOR THE SUPPLEMENTAL SIGNS, THE WAY THE MONTH IS BEGINNING TO SHAPE UP, IT SOUNDS AS IF IT IS GOING TO BE VERY BUSY FOR ALL CONCERNED. WHAT IF WE GET TOGETHER AT THE EARLIEST POSSIBLE DATE TO COMPARE SCHEDULES AS THEY STAND NOW AND THEN ATTEMPT TO WORK OUT SOME SORT OF DISTANCE-TO-BE-COVERED PER DAY VS. NUMBER-OF-DAYS-AVAILABLE GRAPH; THEN TAKE A LOOK-SEE TO CALCULATE THE AMOUNT OF COMPLETION TIME ON THIS PROJECT. WHAT DO YOU THINK?

BY THE WAY, WOULD IT HELP THINGS IF I LISTED THE LOCATIONS WHER WE'VE RECEIVED APPLICATIONS?

BEST. . .

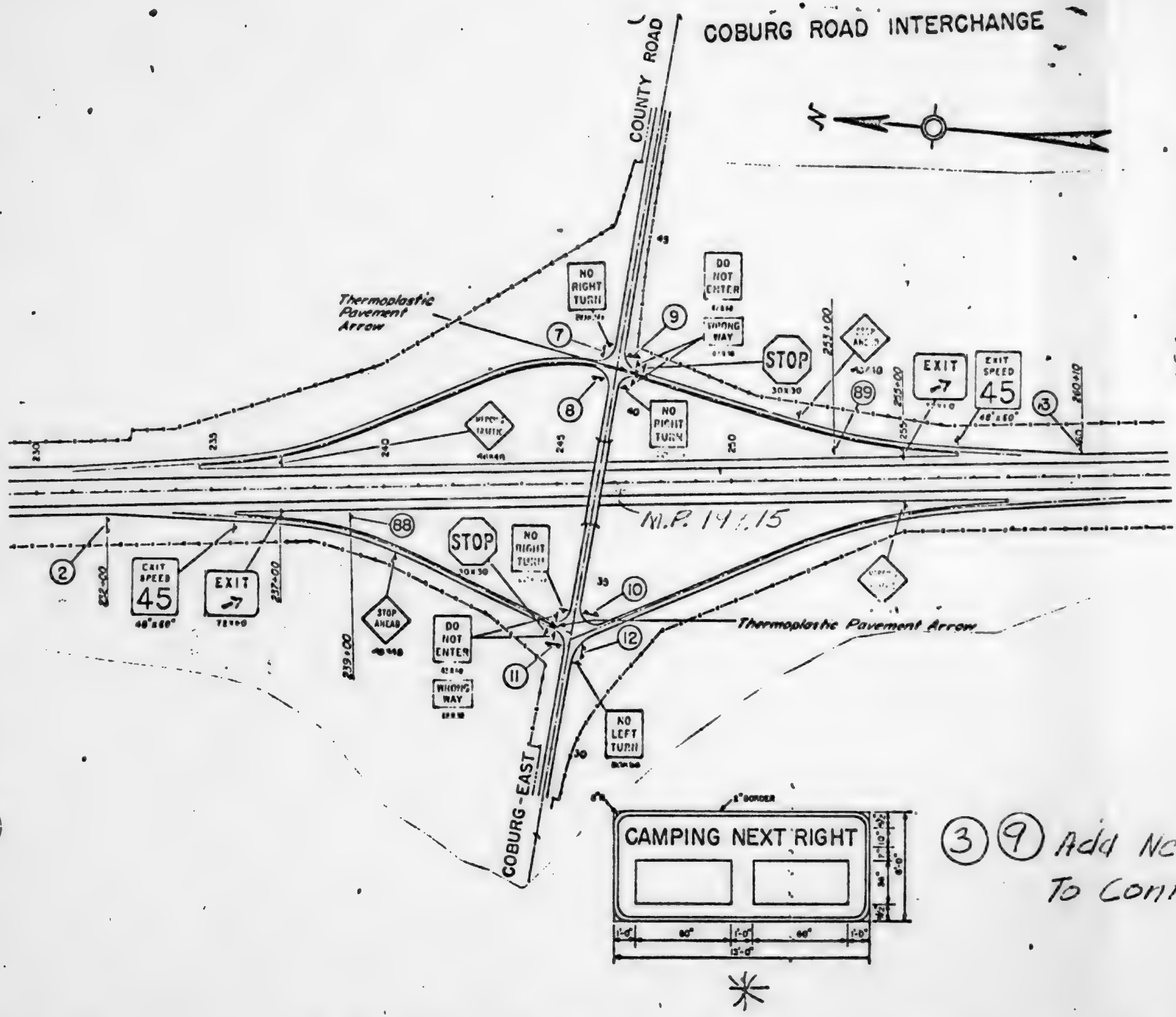
Patty

RECEIVED
DEC 2 1975
[illegible] ENGINEERING

COBURG ROAD INTERCHANGE

1. M.P. 200.61 Rt. - Location of existing Gas Logo sign
2. M.P. 200.32 Rt. - Location of existing advance sign.
3. M.P. 200.25 Rt. - Location of 13' x 6' Camping Logo sign to be added to contract.
4. M.P. 200.06 Rt. - Location of contracted Food-Lodging Logo sign.
5. M.P. 199.87 Rt. - Location of existing Next Right sign.
6. M.P. 198.43 Lt. - Location of existing Next Right sign.
7. M.P. 198.12 Lt. - Location of Contracted Food-Lodging Logo sign.
8. M.P. 197.98 Lt. - Location of existing advance sign.
9. M.P. 197.93 Lt. - Location of 13' x 6' Camping Logo sign to be added to contract.
10. M.P. 197.69 Lt. - Location of existing Gas Logo sign.

COBURG ROAD INTERCHANGE



1 — 200.61

2 — 200.32

3 — 200.25 *

4 — 200.05

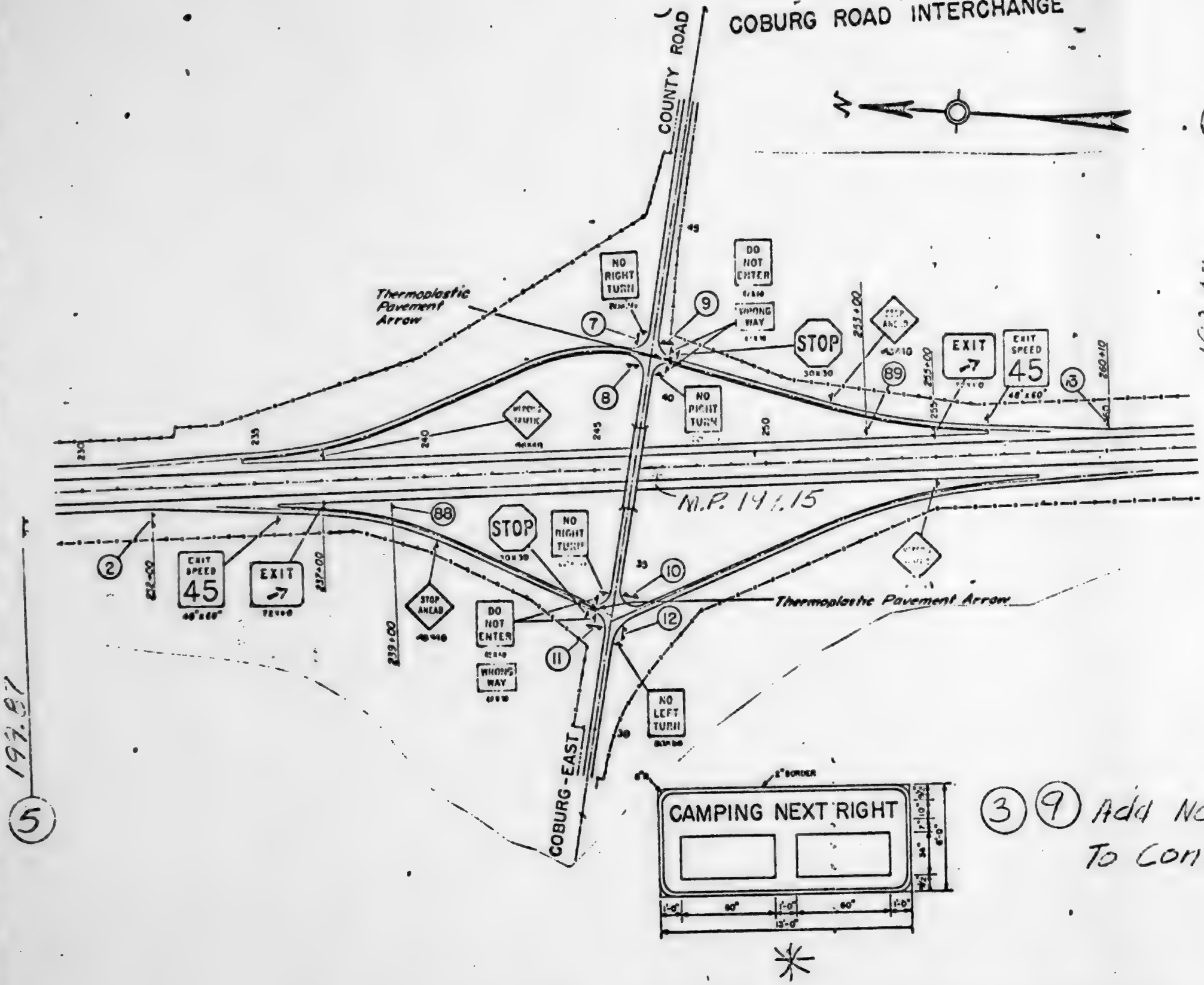
5 — 197.87

6 — 193.43

7 — 193.12

(3) (9) Add New LOG
To Contract

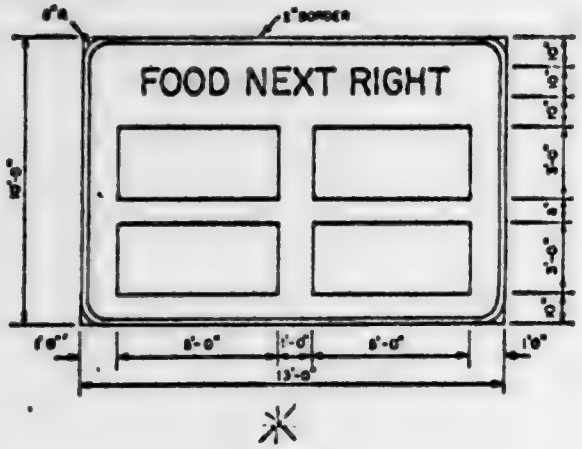
COBURG ROAD INTERCHANGE



(3) (9) Add New LOGO Sign To Contract.

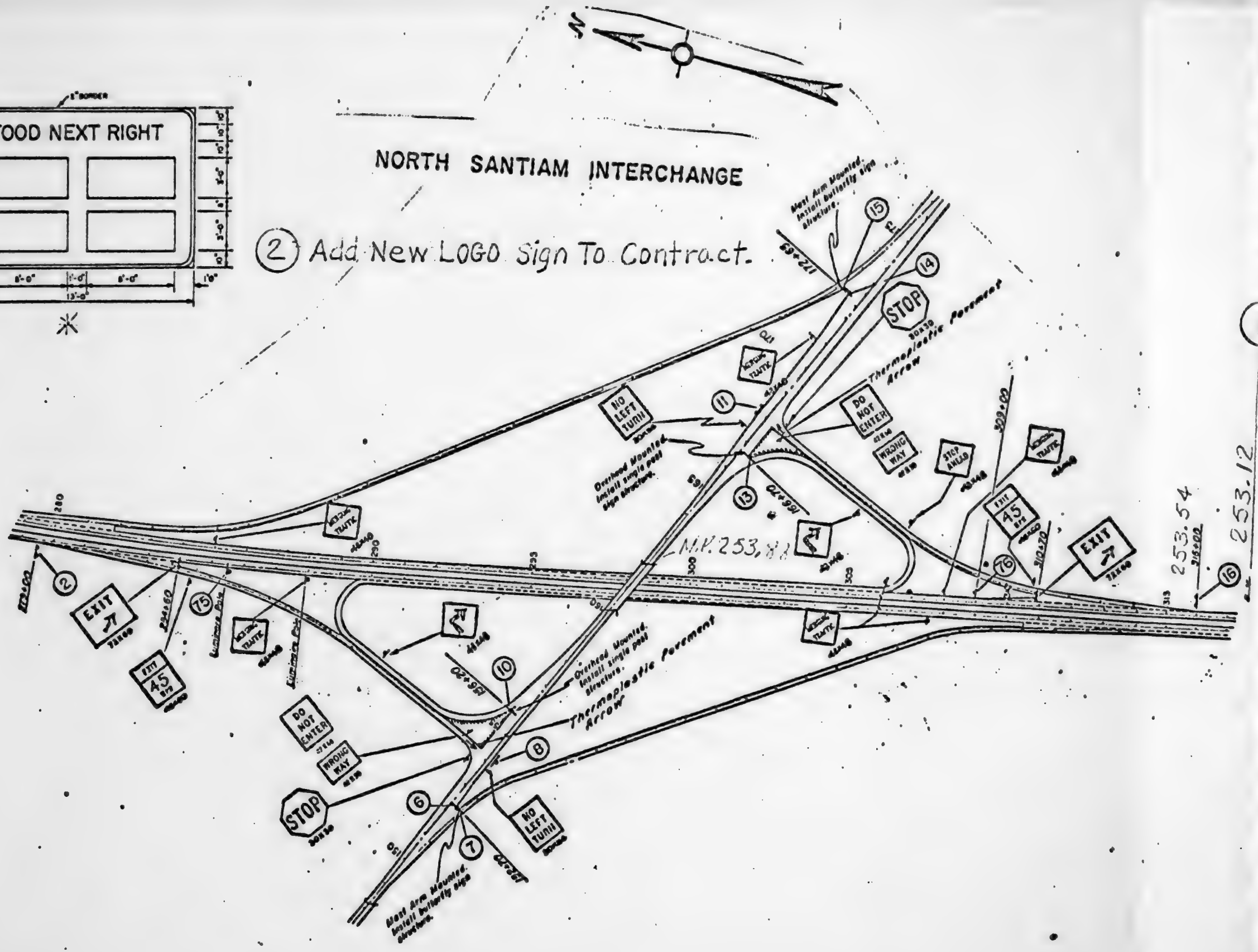
N. SANTIAM INTERCHANGE

1. M.P. 243.12 Lt. - Location of contracted Gas Logo sign.
2. M.P. 252.93 Lt. - Location of Food Logo sign to be added to contract.
3. M.P. 252.33 ± Lt. - Location of existing advance sign.



NORTH SANTIAM INTERCHANGE

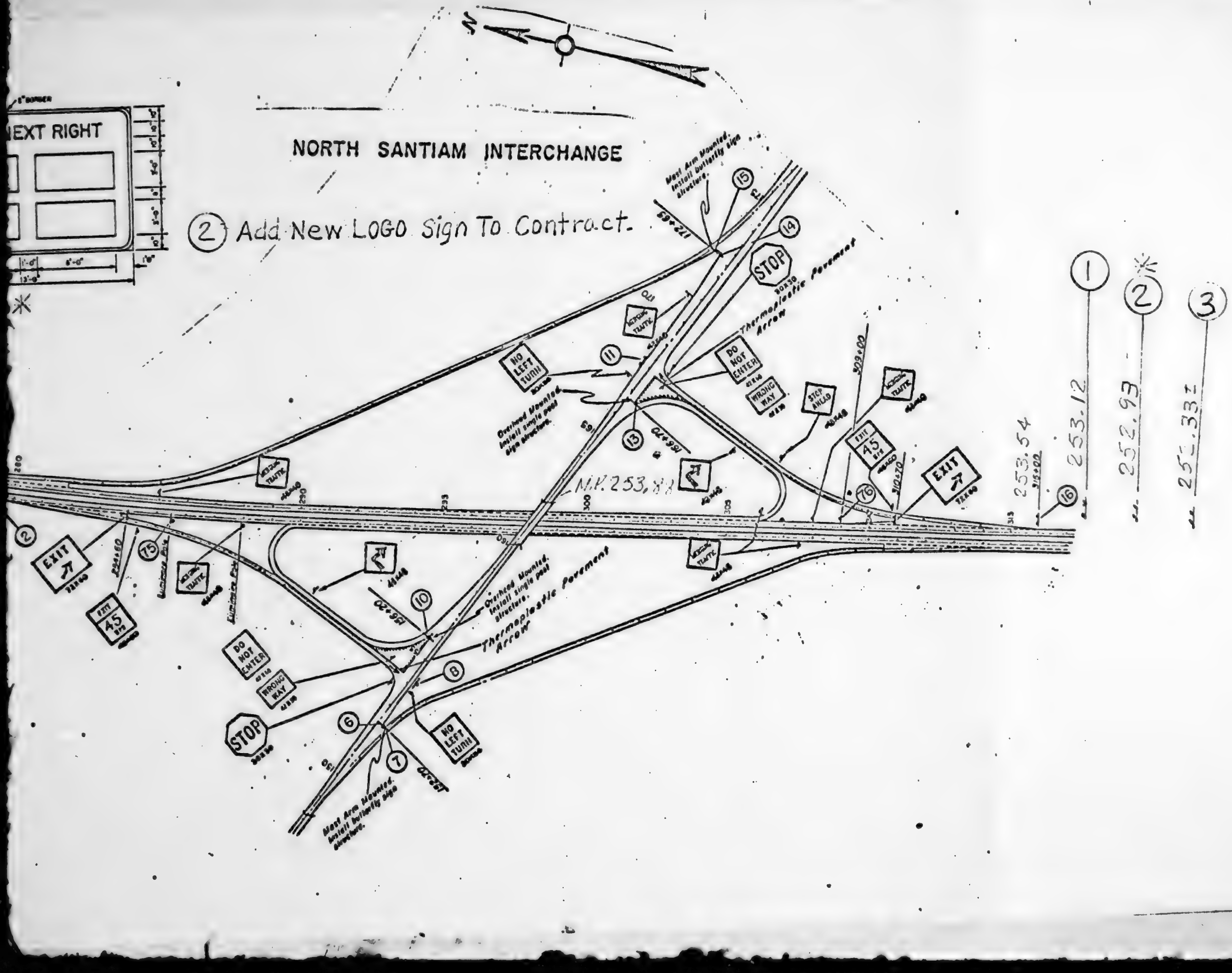
(2) Add New LOGO Sign To Contract.



NEXT RIGHT

NORTH SANTIAM INTERCHANGE

(2) Add New LOGO Sign To Contract.



Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Motorist Service Signing Order No. 1

Highway Pacific (I-5) (N. Unit) Date November 25, 19 75

County Six Counties Contract No. 8260 F. A. Project No. I-5-0(4)11

Prefix 622-1056 Account No. 165-01

Description of Work To Be Done:

Unload and stockpile materials for Logo Signs.

APPROVED EFFECTIVE DATE 11/25/75
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Engineering Coordinator
DATE 12/12/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

Handle and Store Materials	$500.00

Explanation: Materials designated on plans to be stockpiled. Said materials shall be delivered to the State Highway Division Sign Shop Area in Salem at such time to permit unloading during normal working hours. The materials will be unloaded and stockpile by State Forces. See Special Provisions. Work has not started. This is an additional anticipated item on the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	
Present estimate of project cost, including $500.00 for work under this order	$113,530.19
	$109,068.30
Expected under-run (amount)	$4,461.89
Expected under-run (per cent)	3.93

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Office Engineer.

Salem, Oregon
October 17, 1975

Frank E. Terpin
Final Design Engineer

Robert E. Shotwell
Resident Engineer

Keith L. Martin
Resident Engineer

Revised Sign Shop Drawings
Motorist Service Signing Project
Pacific, Columbia River and Old
Oregon Trail Highways
Contract Nos. 8252, 8253 and 8260

Enclosed find revised corrected sign shop drawings on the above-named project. The sign fabricator contacted this office with questions regarding word lengths and spacing between words and borders. Upon receipt of the drawings it was decided that the best way to relay the corrections to all parties involved was with revised drawings.

The revised drawings cover all questioned signs on the above three contracts thus there are signs that may or may not appear in the individual contracts.

In view of the short time period until contract completion dates, the revised shop drawings are being sent directly to the involved parties.

WGB:we
cc: C. T. Keasey
Ed Rief, w/attach.
Traffic Control Signs Company w/attach.
W. G. Beard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 17 1975
ROAD DESIGN

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8260

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

6-4-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I -0(4)11 (North Unit)

STATE PROJECT NO.
I-5 Motor Service Signing

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-829

COUNTY NAME
See below

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR JUL 23 '75 REFER TO FOR Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
June 4, 1975	June 4, 1975	Interstate Route 5	Primary Route 1

NOTED E. S. HUNTER

GENERAL LOCATION:

North Tigard Interchange-Roseburg Section of I-5 in Lane, Marion, Linn, Douglas, Clackamas, and Multnomah Counties'

GENERAL DESCRIPTION OF WORK:

Install footings, posts and panels for mounting motor service signs (Logo signs)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's June 2, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed title sheet is returned herewith.

7-24-75
ORIGINAL TO
L. W. Rulien
w/att

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-4-75	C R Burghardt	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Transaction Number 6-43 and 6-44

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-2-75

BY (Signature): L. W. Rulien's May 19, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: [XX] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 * ITEM NOS. 829 THRU 830

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
829	I-5-0(4)11	0.0	462,000	426,300
830	I-80-0(5)40	0.0	435,000	401,400

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
I-5 South Ashland Interchange North Tigard Interchange Jackson, Josephine, Douglas Lane, Linn, Marion, Clackamas, and Multnomah Counties State of Oregon	Signing (Logo Signs)
I-80N Cascade Locks Interchange N. Ontario Interchange Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union, Baker, and Malheur Counties, State of Oregon	Signing (Logo Signs)

RECEIVED
STATE HWY ENGR
JUN 4 '75

REFER TO Hunter
FOR

Info.	Invest.	R/D	D/R	Sign	Act.	File
					✓	

REMARKS (Division)

NOTED
L. E. JOHNSON

Cont - 2 - 1

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-2-75	SIGNATURE AND TITLE C. K. Burghardt F. C. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

PRO 6-2

May 19, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project Nos. I-5-0(4) and I-80N-0(5)

We are submitting program data for two projects, Item Nos. 829 and 830, Project Nos. I-5-0(4)11 and I-80N-0(5)40, "Motor Service Signing Projects", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for these projects on June 19, 1975.

We request your concurrence that the projects fall in the classification of nonmajor action as set forth in FHPM 7-7-2, par. 10e.

For Item No. 830 we request a waiver of Districts 9, 12 and 13 Clearinghouse A-95 reviews based on the fact that the work involved is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land-use or traffic-flow patterns which would require changes in planning completed or underway.

DRH:js

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

5-19-75

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
2	1	I-5, South Ashland Int.-North Tigard Int.	ADT	N/A	N/A		10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 7	SEQ
3	Signing (Logo Signs)								I-	5-0	(

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)
4	Interstate	See Back	

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
See Back	I	I-5	1	I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 42 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1445)	(18)	41	42	42 46	53						
5					PE		I-5, South Ashland Intchge.-North Tigard Intchge.					
5					ROW							
5					CONST (CODE) Y002		"Motor Service Signing Project"	0.0	462,000	426,300	35,700	
							PROJECT TOTALS	0.0	462,000	426,300	35,700	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33) REMARKS

In pos mo se (L

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

5-19-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, South Ashland Int.-North Tigard Int.	ADT	N/A	N/A	10	Oregon	41	042	829

ESED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Logo Signs)								I-	5-0	(4)	11	

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	See Back		
See Back	ROUTE NO. I / FEDERAL-AID I-5 / STATE 1 / U.S. I-5		[ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, South Ashland Intchge.-North Tigard Intchge.						Inst. footings, posts & panels for mounting motor service signs (Logo Signs)
ROW								
CONST (CODE) Y002		"Motor Service Signing Project"	0.0	462,000	426,300	35,700		
BY		PROJECT TOTALS	0.0	462,000	426,300	35,700		

APPROVAL DATES

REMARKS

-over-

MOTOR SERVICE SIGNING PROJECT
PROJECT NO. I-5-0(4)11

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the motoring public specific service information available on the crossroads at or near the interchange.

Mile Post	Interchange	County	County Code	Section	Urban Area
11	South Ashland	Jackson	029	1	
14	Green Springs	Jackson	029	1	Ashland
19	North Ashland	Jackson	029	1	
21	Valley View Road	Jackson	029	1	
24	Fern Valley Road	Jackson	029	1	
27	Barnett Road	Jackson	029	1	Medford
30	Crater Lake	Jackson	029	1	Medford
32	Central Point	Jackson	029	1	
40	Kane Creek	Jackson	029	1	
43	Rock Point	Jackson	029	1	
45A	Homestead	Jackson	029	1	
48	Rogue River	Jackson	029	1	
55	East Grants Pass	Josephine	033	1	Grants Pass
58	North Grants Pass	Josephine	033	1	Grants Pass
61	Louse Creek	Josephine	033	2	
71	Sunny Valley	Josephine	033	2	
76	Wolf Creek	Josephine	033	2	
98	South Canyonville	Douglas	019	2	
99	North Canyonville	Douglas	019	2	
108	Myrtle Creek	Douglas	019	2	
125	Garden Valley Road	Douglas	019	3	Roseburg
136	Sutherlin	Douglas	019	3	
148	Rice Hill	Douglas	019	3	
150	Yoncalla	Douglas	019	3	
174	Cottage Grove	Lane	039	3	Cottage Grove
182	Creswell	Lane	039	3	
189	McVay	Lane	039	3	
191	Glenwood	Lane	039	3	Eugene
194	"Q" Street	Lane	039	4	Eugene
195	Belt Line Road	Lane	039	4	Eugene
199	Coburg Road	Lane	039	4	Eugene
209	Diamond Hill	Linn	043	4	
233	Santiam	Linn	043	4	
234B	North Albany	Linn	043	4	Albany
253	North Santiam	Marion	047	5	Albany
256	Market Street	Marion	047	5	Salem
258	Hayesville	Marion	047	5	Salem
271	Woodburn	Marion	047	5	Salem
282	Hubbard	Clackamas	005	5	
294	North Tigard	Multnomah	051	6	

IM 50-1-70 Requirements: Exempt from State Clearinghouse a
2, 3, 4, 5, 6 and 8 Clearinghouse A-95 reviews under workin

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under provisi
graph 6c.

(b) Design Approval - - - Considered given by FHWA wh
al Standards (National Standards and Criteria f
Highway Signs within Interstate Rights-of-Way G
Service Information for the Traveling Public) w
January 17, 1969, as Part 22, Chapter I of Titl
Federal Regulations. FHWA concurred by memoran
February 15, 1972.

Note: (1) This project is in Congressional Districts 1, 2
(2) On-the-job trainees, as set forth in FHWA order
7-2(2), on this project will be determined at P
and the number stipulated in the PS & E documen

Data for PR-37:

Clackamas - - - - - - - - - -	Est. Cost	$ 3,200.00
Douglas - - - - - - - - - - -	Est. Cost	57,000.00
Jackson - - - - - - - - - - -	Est. Cost	158,200.00
Josephine - - - - - - - - - -	Est. Cost	72,800.00
Lane - - - - - - - - - - - -	Est. Cost	98,100.00
Linn - - - - - - - - - - - -	Est. Cost	15,800.00
Marion - - - - - - - - - - -	Est. Cost	50,600.00
Multnomah - - - - - - - - - -	Est. Cost	6,300.00
	Total Est. Cost	$462,000.00

MOTOR SERVICE SIGNING PROJECT
PROJECT NO. I-5-0(4)11

: The project consists of installing footings, posts and panels, at designated locations tabulated below, for mount-al signs to give the motoring public specific service available on the crossroads at or near the interchange.

Interchange	County	County Code	Section	Urban Area
outh Ashland	Jackson	029	1	
reen Springs	Jackson	029	1	Ashland
orth Ashland	Jackson	029	1	
alley View Road	Jackson	029	1	
ern Valley Road	Jackson	029	1	
arnett Road	Jackson	029	1	Medford
rater Lake	Jackson	029	1	Medford
entral Point	Jackson	029	1	
ne Creek	Jackson	029	1	
ck Point	Jackson	029	1	
omestead	Jackson	029	1	
ogue River	Jackson	029	1	
ast Grants Pass	Josephine	033	1	Grants Pass
orth Grants Pass	Josephine	033	1	Grants Pass
ouse Creek	Josephine	033	2	
unny Valley	Josephine	033	2	
olf Creek	Josephine	033	2	
outh Canyonville	Douglas	019	2	
orth Canyonville	Douglas	019	2	
yrtle Creek	Douglas	019	2	
arden Valley Road	Douglas	019	3	Roseburg
utherlin	Douglas	019	3	
ice Hill	Douglas	019	3	
oncalla	Douglas	019	3	
ttage Grove	Lane	039	3	Cottage Grove
reswell	Lane	039	3	
cVay	Lane	039	3	Eugene
enwood	Lane	039	3	Eugene
0" Street	Lane	039	4	Eugene
elt Line Road	Lane	039	4	Eugene
oburg Road	Lane	039	4	
amond Hill	Linn	043	4	
antiam	Linn	043	4	Albany
orth Albany	Linn	043	4	Albany
orth Santiam	Marion	047	5	Salem
rket Street	Marion	047	5	Salem

Mile Post	Interchange	County	County Code	Section	Urban Area
258	Hayesville	Marion	047	5	Salem
271	Woodburn	Marion	047	5	Woodburn
282	Hubbard	Clackamas	005	5	
294	North Tigard	Multnomah	051	6	Portland

IM 50-1-70 Requirements: Exempt from State Clearinghouse and Districts 2, 3, 4, 5, 6 and 8 Clearinghouse A-95 reviews under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under provisions of paragraph 6c.

(b) Design Approval - - - Considered given by FHWA when the National Standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by memorandum dated February 15, 1972.

Note: (1) This project is in Congressional Districts 1, 2 and 4.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Data for PR-37:

Clackamas - - - - - - - - - - -	Est. Cost	$ 3,200.00
Douglas - - - - - - - - - - - -	Est. Cost	57,000.00
Jackson - - - - - - - - - - - -	Est. Cost	158,200.00
Josephine - - - - - - - - - - -	Est. Cost	72,800.00
Lane - - - - - - - - - - - - -	Est. Cost	98,100.00
Linn - - - - - - - - - - - - -	Est. Cost	15,800.00
Marion - - - - - - - - - - - -	Est. Cost	50,600.00
Multnomah - - - - - - - - - - -	Est. Cost	6,300.00
	Total Est. Cost	$462,000.00

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-19-75

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (10)–(20): 1

PROJECT LOCATION (45 typewriter spaces) (21–65): I-80N, Cascade Locks Int.-N. Ontario Int.

ADT — PRESENT: N/A — FUTURE: N/A — YEAR (66)(70)(71)(72)

REGION: 10

STATE NAME: Oregon — STATE CODE: 41 (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Signing (Logo Signs)

NATL. FOREST (63)(65): | FH ROUTE NO. (66)(68): | SUPV AGCY (69): | DA CLASSIF. (70): | DA AREA (71): | EMERG. YR. (72)(73): | PL. AUTH YR. (74)(75):

PROJECT NUMBER — PREFIX LETTER(S) (14): I- | NUMBER (23–27): 80-0 | SEQ. NO. (28–31): (5)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA (17–31): See Back

COUNTY NAME: See Back — CODE (14)(16):

ROUTE NO. I — FEDERAL-AID: I-80N — STATE (32): 2 & 6 (36)(37) — U.S.: I-80N (41)

CARD 5

LINE NO. (1)(4)(5)	CHANGE CODE (10)	PROJECT CODE (41)	CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHAR PROP (Full
5				PE		I-80N, Cascade Locks Intchge.-N. Ontario Intchge.						Inst. foo posts & p mounting service s signs)
5				ROW								
5				CONST (CODE) Y002		"Motorist Service Signing Project"						
							0.0	435,000	401,400	33,600		
						PROJECT TOTALS	0.0	435,000	401,400	33,600		

(18) (28)(24) (33)

CARD 1 — CODE 1 — PREPARED BY

14 — PROGRAM APPROVAL DATES

REMARKS

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-19-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
-80N, Cascade Locks Int.-N. Ontario Int.	ADT	N/A	N/A		10	Oregon	41	042	830

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signs)								I-	80-0	(5)	40	N

OS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	See Back		
See Back	ROUTE NO. I / FEDERAL-AID I-80N / STATE 2 & 6 / U.S. I-80N		[ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, Cascade Locks Intchge.-N. Ontario Intchge.						Inst. footings, posts & panels for mounting motor service signs (logo signs)
ROW								
CONST (CODE) 4002		"Motorist Service Signing Project"	0.0	435,000	401,400	33,600		
		PROJECT TOTALS	0.0	435,000	401,400	33,600		

APPROVAL DATES

REMARKS

-over-

MOTORIST SERVICE SIGNING PROJECT
PROJECT NO. I-80N-0(5)40

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the motoring public specific service information available on the crossroad at or near the interchange.

Intchge. Mile Post	Interchange	County	County Code	Section	Urban Area
44	Cascade Locks	Hood River	027	2	
62	W. Hood River	Hood River	027	2	
63	2nd Street	Hood River	027	3	
64	E. Hood River	Hood River	027	3	
82	Chenoweth Creek	Wasco	065	3	
83	W. The Dalles	Wasco	065	3	The Dalles
84	W. 2nd St.	Wasco	065	3	The Dalles
85	Brewery Grade	Wasco	065	3	The Dalles
87	The Dalles Bridge	Wasco	065	3	The Dalles
104	Biggs	Sherman	055	3	
109	Rufus	Sherman	055	3	
137	Arlington	Gilliam	021	4	
164	Boardman	Morrow	049	5	
182	Hermiston	Umatilla	059	5	
202	Barnhart	Umatilla	059	5	
207	W. Pendleton	Umatilla	059	5	Pendleton
209	Emigrant Ave.	Umatilla	059	5	Pendleton
210	S. Pendleton	Umatilla	059	5	
259	W. LaGrande	Union	061	6	LaGrande
261	Wallowa Lake	Union	061	6	LaGrande
265	Union Jct.	Union	061	6	
285	N. Powder	Union	061	6	
304	Campbell St.	Baker	001	7	Baker
206	S. Baker	Baker	001	7	
374	N. Ontario	Malheur	045	8	Ontario

IM 50-1-70 Requirements:

(a) State Clearinghouse and District 2 & 14 Clearinghouses - - exempt from A-95 review under working agreements dated April 28, 1970, October 16, 1970 and August 11, 1970, respectively.

(b) District 9, 12 & 13 Clearinghouses - - - Waiver of A reviews being requested under program submittal le based on the fact the work is solely installation along the roadway.

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements:

(a) Public Hearings: None required under provisions of p 6c.

(b) Design Approval: Considered given by FHWA when the r standards (National Standards and Criteria for Offi Highway Signs within Interstate Rights-of-Way Givi Service Information for the Traveling Public) were January 17, 1969, as Part 22, Chapter I of Title 23 Federal Regulations. FHWA concurred by memorandum February 15, 1972.

Note: (1) This project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order int 7-2(2), on this project will be determined at PS & and the number stipulated in the PS & E documents.

Data for PR-37:

Baker Co. - - - - - - - - - - - - - - -	Est. Cost	$ 29,500
Gilliam Co. - - - - - - - - - - - - - -	Est. Cost	22,100
Hood River Co.- - - - - - - - - - - - -	Est. Cost	81,100
Malheur Co. - - - - - - - - - - - - - -	Est. Cost	7,400
Morrow Co.- - - - - - - - - - - - - - -	Est. Cost	22,100
Sherman Co. - - - - - - - - - - - - - -	Est. Cost	29,500
Umatilla Co.- - - - - - - - - - - - - -	Est. Cost	99,500
Union Co. - - - - - - - - - - - - - - -	Est. Cost	66,400
Wasco Co. - - - - - - - - - - - - - - -	Est. Cost	77,400
	Total Est. Cost	$435,000

MOTORIST SERVICE SIGNING PROJECT
PROJECT NO. I-80N-0(5)40

The project consists of installing footings, posts and anels, at designated locations tabulated below, for mount- l signs to give the motoring public specific service infor- ble on the crossroad at or near the interchange.

Interchange	County	County Code	Section	Urban Area
scade Locks	Hood River	027	2	
Hood River	Hood River	027	2	
d Street	Hood River	027	3	
Hood River	Hood River	027	3	
enoweth Creek	Wasco	065	3	
The Dalles	Wasco	065	3	The Dalles
2nd St.	Wasco	065	3	The Dalles
wery Grade	Wasco	065	3	The Dalles
Dalles Bridge	Wasco	065	3	The Dalles
ggs	Sherman	055	3	
fus	Sherman	055	3	
lington	Gilliam	021	4	
ardman	Morrow	049	5	
rmiston	Umatilla	059	5	
rnhart	Umatilla	059	5	
Pendleton	Umatilla	059	5	Pendleton
igrant Ave.	Umatilla	059	5	Pendleton
Pendleton	Umatilla	059	5	
LaGrande	Union	061	6	LaGrande
lowa Lake	Union	061	6	LaGrande
ion Jct.	Union	061	6	
Powder	Union	061	6	
pbell St.	Baker	001	7	Baker
Baker	Baker	001	7	
Ontario	Malheur	045	8	Ontario

uirements:

te Clearinghouse and District 2 & 14 Clearinghouses - - exempt om A-95 review under working agreements dated April 28, 1970, ctober 16, 1970 and August 11, 1970, respectively.

(b) District 9, 12 & 13 Clearinghouses - - - Waiver of A-95 reviews being requested under program submittal letter based on the fact the work is solely installation of signs along the roadway.

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements:

(a) Public Hearings: None required under provisions of paragraph 6c.
(b) Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by memorandum dated February 15, 1972.

Note: (1) This project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Data for PR-37:

Baker Co. - - - - - - - - - - - - - - -	Est. Cost	$ 29,500
Gilliam Co. - - - - - - - - - - - - - -	Est. Cost	22,100
Hood River Co.- - - - - - - - - - - - -	Est. Cost	81,100
Malheur Co. - - - - - - - - - - - - - -	Est. Cost	7,400
Morrow Co.- - - - - - - - - - - - - - -	Est. Cost	22,100
Sherman Co. - - - - - - - - - - - - - -	Est. Cost	29,500
Umatilla Co.- - - - - - - - - - - - - -	Est. Cost	99,500
Union Co. - - - - - - - - - - - - - - -	Est. Cost	66,400
Wasco Co. - - - - - - - - - - - - - - -	Est. Cost	77,400
	Total Est. Cost	$435,000

2960

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 5, 1975

In reply refer to: 1041DA.1/520.61

SUBJECT: LOGO Signs

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information contained in Mr. Coulter's April 29, 1975 letter indicating that all of the 261 locations originally submitted will be installed in approximately 1 year after being let to contract, your original proposal of April 11, 1975 is approved.

for G. L. Green

RECEIVED
MAY 8 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 7 '75
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-8-75
by Hunter
Schumacher
Staigel
Verstig
Sallee
Beckman
Gilbertson

NOTED
H.S. COULTER

NOTED
J. E. JOHNSON

CON 18-5

Robert W. Straub
xxxxxxxxx

DATE April 29, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT LOGO Signs
Your File 1041DA.1/520.61

Your letter of April 22 outlined a suggested method of determining the number of footings, sign supports and sign panels that might be stockpiled over and above those that have actually been sold.

This method is agreeable to this office; however, we have determined that the 261 locations originally submitted to you for preliminary approval and which are being included in the contracts currently under preparation were in fact based upon probable sales. This was not known at the time of transmission of my April 11 letter. Out of the 261 locations, 82 have been sold during the first months of 1975. In fact, several locations were sold which were not in the original 261 locations. On the basis of the sales during the first three months of the year, it was our best estimate that the remaining 179 locations will very likely be sold during the 12-month period after the projects are let to contract. Because of this we would like to request reconsideration of your proposed method of determining additional locations in stockpile materials.

Based on the above data, it is requested that the remaining 179 locations be approved for inclusion in the projects currently under way in our Design Section,

LEG:pb ia

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
Jack Sollis
E. E. Beckman
Patty Calcaterra
J. H. Versteeg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 22, 1975

In reply refer to: 1041DA.1/520.61

SUBJECT: LOGO Signs

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Coulter's April 11, 1975 letter indicates that contract documents are presently being prepared for an early bid opening for LOGO installations at approximately 100 locations on I-5 and I-80N where firm commitments from businesses have been obtained or expected to be obtained prior to the contract being let. He further indicates that approximately 150 additional footings will be installed as part of the project at locations where commitments have not been obtained but are expected sometime in the future. Also, approval as part of the contract to maintain a stockpile of additional sign supports and panel material to be installed by State forces as the need arises was requested.

As discussed with Mr. George on April 21, 1975, we would have no objections to participating in the stockpiling of those sign supports and panel material and the construction of those additional footings which would likely become necessary within 1 years time of awarding the proposed contract. The number of such additional footings and sign supports to be stockpiled would be based on a study of both present and past sales volumes and a study of the effect your recent request to combine LOGO signs on one panel would have on the total number of signs to be included in the initial contract.

RECEIVED
STATE HWY ENGR
APR 23 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Init | File

G. L. Green

TE
L. JOHNS

ECEIVED
APR 24 1975
Office of
State Highway Engineer

CON 18-5

Robert W. Straub
XXXXXXXXX

DATE April 11, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT LOGO Signing

The Highway Division is currently preparing documents for an early bid opening for LOGO installations on I-5 and I-80N that were recently given tentative approval by your office. Some 250 locations are involved--out of these, approximately 75 locations currently have firm commitments from businesses for purchasing LOGOS. By the time the project is let to contract, it is expected that another 25 commitments will be made for a total of 100 locations at which LOGOS will be installed as part of the contract. The remaining 150 locations will have footings installed as a part of the project. It was our original intent to stockpile the supports and sign panels for these 150 locations such that an immediate response would be possible upon space sale by the Travel Information Council.

Since such a large number of locations will remain without needed sign installations, an alternate plan seems appropriate. It is our opinion that a reasonable stockpile of supports and sign panel material (based on expected sales in the near future) should be stockpiled as a part of this contract. It is further suggested that the stockpile inventory could be maintained at a reasonable level based on LOGO sales and that, if needed, State Forces could respond to necessary sign installations using the stockpile material. Reimbursement from the FHWA would then be requested on a piecemeal basis as the future sign installations were made.

The request for Federal participation in this State Force work would seem to be justified since the LOGO signs are of an entirely different nature than the sign installations usually made on the Interstate system. Your approval is requested for the proposal outlined above.

LEG:pb ia

bc F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. E. George
Jack Sollis
J. H. Versteeg
E. E. Beckman
Patty Calcaterra

2560

R

TOP : 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 1, 1975

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Logo Signs

TO: MEMORANDUM TO THE FILES

NOTED
E. S. HUNTER

Logo signs for I-5 and I-80N are being designed at this time. A meeting was attended March 26 with E. E. Beckman, Elmer Scofield and Patty Calcaterra to review the type and size of signs to be provided at each interchange and where logos have been sold.

A review of the appropriate Highway Program Manual (Vol. 6, Chapter 8, Section 3, Subsection 8, Transmittal 38, dated July 2, 1974) was made and design criteria checked with Bud George and Ernie Valach. I have been advised that the interchanges to be signed have been approved, that the 1,000 foot spacing between signs is approximate and that breakaway posts will be used as a standard procedure.

The Program Manual states that the panels shall be located near to the right of way line and readable from the main traveled way. They shall be located longitudinally to take advantage of the natural terrain and have the least impact on the scenic environment.

The Manual on Uniform Traffic Control Devices states that a minimum height of 7 feet above the edge of pavement to the bottom of sign shall be used unless the signs are positioned away from the pavement edge to increase roadway safety. In that case a height of 5 feet may be used.

Taking into account the above, studies by other states on night visibility of signs offset from the roadway, effect of splash on signs close to the highway and savings by reducing sign heights brought about the following design criteria for design of the logo signs.

Signs in cut sections will be located so that the near post will be 5 feet above the edge of running lane, signs back of guard rail will be 4 feet from the face of guard rail to the edge of the sign with 6 feet to be used if the guard rail has not been set back the desirable 2 feet from edge of shoulder. In open areas the far edge of the sign will be at least one foot inside of the right of way or the near post will be 50 feet from the edge of running lane, whichever is closer. The normal height of the bottom of the sign above the edge of running lane will be 5-1/2 feet where it is behind guard rail (to allow for future overlays) and 5 feet where greater than 30 feet from the edge of shoulder. A minimum of 7-1/2 feet will be used if it is necessary to install a sign closer than 30 feet from the edge of shoulder where guard rail does not exist.

RECEIVED
APR 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Signs will be designed for all positions indicated on the data received from Elmer Scofield and footings will be constructed. Signs will be erected where logos have been sold. A determination will be made prior to contracting in regard to whether materials for the remainder of the signs will be stockpiled, provided under subsequent contracts or obtained in some other manner.

Attached is a list of the interchanges involved in the current contract along with the size, type and status (sold?) of the proposed signs.

Unless advised to the contrary the above criteria and data will be used to prepare plans.

ADO:jh
Attachment
cc: E. S. Hunter
L. E. George
E. J. Valach
E. E. Beckman
Patty Calcaterra
Bill Beard

LEGEND:

S: SMALL LOGO BOARD
L: LARGE LOGO BOARD
G: GAS F: FOOD L: LODGING C: CAMPING
X: INDICATES THAT LOGOS ARE SOLD IN THAT CATEGORY.

THE FOLLOWING TABULATION RECORDS THE INTERCHANGES AND THE PROPOSED BOARD SIZE.

INTERCHANGE AND M.P. #:	NORTHBOUND				SOUTHBOUND			
	G:	F:	L:	C:	G:	F:	L:	C
SOUTH ASHLAND #11	LX	LX	L	S	-	-	-	-
GREEN SPRINGS #14				S				S
NORTH ASHLAND #19							LX	S
VALLEY VIEW RD.#21	S	S			S			
FERN VALLEY RD.#24	LX	SX	S		LX	SX	S	
BARNETT RD. #27				S				S
CRATER LAKE #30				S	LX	LX	LX	S
CENTRAL POINT #32			L	S			L	S
KANE CREEK (GOLD HILL) #40	S	S		LX	S	S	S	L
ROCK POINT #43		S	L			S	L	
HOMESTEAD #45A	SX	S	S					
ROGUE RIVER #48	LX	L	L	L	LX	L	L	L
EAST GRANTS PASS #55	LX	LX	L	L	LX	LX	L	L
NORTH GRANTS PASS #58				L	LX	LX	LX	L
MERLIN (LOUSE CREEK) #61	S			SX	S			SX
SUNNY VALLEY #71				S				S
WOLF CREEK #76		S	S			S	S	
SOUTH CANYONVILLE #98			SX		L			
NORTH CANYONVILLE #99							S	
MYRTLE CREEK #108	L	L	S		L		S	
GARDEN VALLEY RD. #125								S
SUTHERLIN #136	LX	L	L					S
RICE HILL#148			S			L	S	
PONCALLA #150			S				S	

I-5 CONTINUED

INTERCHANGE AND M.P. #:	NORTHBOUND G:	F:	L:	C:	SOUTHBOUND G:	F:	L:	C
COTTAGE GROVE #174				S		LX	L	S
CRESWELL #182				SX				S
MCVAY #189	LX	S			LX	S	S	
GLENWOOD #191	S	SX	S		S	SX	S	
"Q" STREET #194	LX	LX	LX		LX	LX		
BELTLINE RD. #195	LX	L						
COBURG RD. 199		S	S			S	SX	
DIAMOND HILL #209				S				S
SANTIAM #233					L	LX		
NORTH ALBANY #234						LX		
NORTH SANTIAM #253	S			S	S	SX	S	S
MARKET STREET #256	LX	LX	LX		LX	LX	LX	
HAYESVILLE #258	L	L						
WOODBURN #271			S				S	
NORTH TIGARD #294					LX	L	S	
80-N:	EASTBOUND:				WESTBOUND:			
CASCADE LOCKS #44	L	L	L	SX	L	L	L	SX
WEST HOOD RIVER #62	S	L	L	S	S	L	LX	S
2ND STREET #63	L	LX	L					
EAST HOOD RIVER #64					SX	S	S	
CHENOWITH CREEK #82	S	S						
WEST THE DALLES #83	L	LX	L					
WEST 2ND STREET #84					L	L	L	
BREWERY GRADE #85	L	LX	L		L	LX	L	
THE DALLES BRIDGE #87	LX	L	S		LX	L	S	S
BIGGS #104	LX	L			LX	L		
RUFUS #109		S	S			S	S	

INTERCHANGE AND M.P.# :	EASTBOUND G:	F:	L:	C:	WESTBOUND G:	F:	L:	C
ARLINGTON #137		S	S	S		S	S	S
BOARDMAN #164		L	L	S		L	L	S
HERMISTON #182	SX			SX	SX			S
BARNHART #202	S	SX	S		S	SX	S	
WEST PENDLETON #207	L	L	L		L	L	L	
EMIGRANT AVE. #209	LX	LX	L		L	LX	L	
SOUTH PENDLETON #210	L	L	L			L	L	
WEST LA GRANDE #259	SX	SX	SX					
WALLOWA LAKE #261	L	L	L		L	L	L	
UNION JCT. #265					S	S	S	
NORTH POWDER #285	S	S	S		S	S	S	
CAMPBELL STREET #304	L	L			L	L	L	
SOUTH BAKER #306					L	L	L	
NORTH ONTARIO #374	L	L						

TOTALS:

GAS, L: 45 (~~24~~ 23 SOLD) ~~21~~ 22

GAS, S: 23 (4 SOLD) 19

68 28

F,L,C :L 93 (~~28~~ 27 26 SOLD) ~~67~~ 67

F,L,C :S ~~100~~ 99 (19 SOLD) ~~81~~ 80

~~192~~ ~~47~~

193 46

74 ~~75~~ sold

187 ~~186~~ not sold

261 Total

8260

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 26, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Logo Sign Contract
I-5 and I-80N

TO: MEMORANDUM TO THE FILES

We have been instructed to work up contract plans for logo signing on I-5 and I-80N. A crew under A. D. Olson's direction is working up the field data to determine physical sign requirements at the proposed locations.

Scott Coulter advises that either Bud George or Lyle Beckman will coordinate projects and advise us which signs will go up and which are to be stock-piled, etc.

In discussing this project briefly with E. J. Valach of the FHWA, he was advised that Bud George would handle discussions concerning stage construction and FHWA participation in funding. Mr. Valach did say that the new logo signs should be placed according to the new regulations. The existing logo signs will be relocated at some future date to conform to the new criteria.

JHV:jh
cc: Scott Coulter
C. T. Keasey
L. E. George
Lyle Beckman
J. B. Boyd
A. D. Olson

RECEIVED
MAR 27 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

8060

R
R.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

NOTED
H. S. COULTER

DATE March 3, 1975

TO H. S. Coulter
Asst. State Highway Engineer

REFER TO
Hunter
BY ASST. STATE HWY. ENGR.

FROM L. E. George
Traffic Engineer

SUBJECT LOGO Signing Contract

Several days ago, you requested that I check with the Design Section to see if it would be possible to complete in time for a March bid opening, a LOGO sign contract that would install on 80N and I-5 at all remaining possible locations the sign footings necessary for previously approved LOGO installations. Under this contract, the supports and backboards would be stockpiled.

I have checked with Frank Terpin who supervises the Sign Design Unit. It was indicated that it now is too late to initiate any contract for a March bid opening. A contract could be prepared for an April bid opening at the expense of other work. It would take a priority decision to determine which work should be done first.

100% of the field cross-section data has been transmitted to this office and relayed to Design.

200 locations

LEG:pb

RECEIVED
MAR 3 1975
Office of
Assistant State Highway Engineer

NOTED
E. S. HUNTER

We have preliminary approval from FHWA for signing. Final approval would come on panel of PSA ... Proposal as discussed with TIC is to install all footings, install back boards where logo has been sold and stockpile posts and back board where sale has not been made. We could make some [illegible] if we could

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 28, 1975

Ronald M. Somers, Esq.
Attorney at Law
106 E. Fourth Street
The Dalles, Oregon 97058

Re: Billboards Along Interstate I-5 and I-80N

Dear Mr. Somers:

In reply to your letter of February 24, 1975, addressed to Mr. George M. Baldwin, Mr. Alfred A. Hampson and myself, I have the following to offer.

The letter sent out by the Travel Information Council Director on January 3, 1975, was in error and should have included a phrase "except in commercial and industrial areas."

Corrective letters are being sent out to all people who received the original letter and I have been assured that this was an oversight in the preparation of the letter.

Outdoor advertising signs are still allowed in commercial and industrial zones and none will be removed from commercial and industrial zones.

Sincerely,

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

ljh

cc: Glenn L. Jackson
George M. Baldwin
Fred Klaboe
Alfred A. Hampson

RECEIVED
STATE HWY ENGR
MAR 3'75
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | A-t

RECEIVED
MAR 10 1975

TRAVEL INFORMATION COUNCIL

1018 PUBLIC SERVICE BLDG. • PORTLAND, OREGON • 97204 • Phone (503) 226-6641

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GOVERNOR

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STAFF:
JACK SOLLIS
Assistant Attorney General
and Counsel
PATTY CALCATERRA
Director

February 28, 1975

Mr. Ronald M. Somers
106 E. Fourth Street
The Dalles, Oregon 97058

NOTED
L. L. JONES

Dear Mr. Somers:

In response to your letter of February 24 I am very sorry that a letter was written by Patty Calcaterra that contained the misstatement which you pointed out. I have asked Mr. Sollis to take steps to have it corrected and a correcting letter be sent not only to the Entertainment Chairman of the Chamber of Commerce but also to everyone else who received such a letter.

Again let me apologize to you and let me advise you that we will be as careful as we can to see that such a misstatement is not again made. I am sending a copy of this letter to each person to whom you directed your letter.

Very truly yours,

Alfred A. Hampson

AAH:me

cc: George M. Baldwin
Jack L. Sollis
Glen Jackson
Fred Klaboe

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
MAR 3 '75
REFER TO
GJ
FOR
Info | Invest | R/O | D/R | Sign | Al

JOHN E. UFFELMAN
ASSOCIATE

RONALD M. SOMERS
ATTORNEY AT LAW
108 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

February 24, 1975

Mr. George M. Baldwin
Oregon State Highway Department
Salem, Oregon 97310

Mr. Alfred A. Hampson
Chairman
Oregon State Highway Department
Salem, Oregon 97310

Mr. Jack Sollis
Department of Transportation
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 25 '75
REFER TO
Bdg. & R/W
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#883
due 3-7
reply for 6 m B

RE: Billboards Along Interstates 5 and 80N

Gentlemen:

Enclosed herein you will find a photocopy of a letter sent out January 3, 1975, to The Dalles Chamber of Commerce which was called to my attention. You will note the first sentence of the letter indicates that the State of Oregon is removing all billboards along Interstates 5 and 80N. This letter was not only sent out to The Dalles Chamber of Commerce, but I understand to other individuals also.

I would anticipate a prompt reply from Mr. Baldwin and Mr. Sollis as to when and where the funding is coming from for this project, and if I should notify the owners of billboards that they are subject to immediate condemnation proceedings.

I would assume the letter should of said, as you will note in my penciled notations, that the State of Oregon has agreed to remove all billboards save and except those in commercial and industrial areas along Interstates 5 and 80N. There is a gross mistatement, I believe, which should be corrected, or I should anticipate hearing immediately from Mr. Jackson and Mr.

Klaboe as to when and where the Highway Department received the funds and authority to remove signboards in industrial and commercial zones.

Thank you for your prompt response.

Very truly yours,

Ronald M. Somers

RMS:jj
Enclosure

cc: Mr. Glen Jackson
Chairman, Oregon State Highway Commission
Pacific Power and Light
920 S. W. Sixth Avenue
Portland, Oregon 97204

cc: Mr. Fred Klaboe
Administrator, Oregon State Highway Department
Department of Transportation
Salem, Oregon 97310

RECEIVED DEC 1 4 1975

TRAVEL INFORMATION COUNCIL

~~BROADWAY AT WASHINGTON~~
~~310 MORGAN BUILDING • PORTLAND, OREGON • 97205 • Phone (503) 222-1024~~
2960 E. State Street - Room 208 - Salem, OR 97310 - Phone (503) 378-2636

TOM McCALL
GOVERNOR

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M. P. STAMOPOLI

STAFF:
MACK SOLLIS
Assistant Attorney General
and Counsel
PATTY CALCATERRA
Director

January 3, 1975

Entertainment Chairman
The Dalles Chamber of Commerce
PO Box 460
The Dalles, OR 97058

should lead except in commercial + industrial areas

Dear Entertainment Chairman:

The State of Oregon has agreed to remove all billboards along Interstates 5 and 80N. As an alternative means to advise motorists and give directions to the nearest facilities at each interchange the state has instituted the logo signing and information center programs. If you should have available time in the future at one of your meetings, a representative from the Travel Information Council would be more than happy to give a slide presentation on the new signs and explain about the Information Centers.

Oregon is one of the first states to try this program and we feel it is very important to keep the public informed. We would like to hear comments from the members of your organization and any suggestions they may have about the new programs. We would be happy to talk with you on this if you can give us a call at the above number at your convenience. Thank you very much.

Very truly yours,
TRAVEL INFORMATION COUNCIL

Patty Calcaterra

Patty Calcaterra,
Director

PC/dp

FORM E.00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE January 2, 1975

TO R. N. Bothman
Metropolitan Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Motorist Information Signing
Interstate Routes I-5 and I-80N
Statewide

Attached is a letter and data from L. E. George regarding the field survey work needed for development of a contract to install LOGO sign footings throughout the State on Interstate routes where that signing is currently nonexistent or in need of modification.

As we discussed by phone, please organize two three-man survey crews to accomplish this task as soon as possible.

These two crews are to obtain the needed cross-sections and information for the entire highway route to which they are assigned, from Portland to the Oregon-Idaho State Line on I-80N and from the Columbia River to the California border on I-5.

Short-term per diem is authorized as required for the duration of this project.

CTK:ia

Att.

cc H. S. Coulter
E. S. Hunter
V. D. Wolfe
L. E. George
Regional Engineers

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE December 24, 1974

TO C. T. Keasey
Construction Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Motorist Information Signing
Interstate Routes 5 & 80N
Statewide

As you are aware, the Federal Government may recall for redistribution all outstanding, unused obligational authority as early as March, 1975. To obligate part of these funds, it is our desire to work up a project to contract the footings and supports for Motorist Information Signs at locations where there is a high potential for future LOGO panel sales. To accomplish this task in the short time available, we are asking your assistance in obtaining the necessary field work that will be required.

This summer, we received a transmittal from the Federal Highway Administration that set up guidelines for future Motorist Information Sign installations. The new guidelines call for the sign to be installed near the right of way line and are increased in size to be readable from the traveled way. The lineal locations have been revised to start at the gore point rather than the advance guide sign. The sequence of signs is the same as before, except that a new "CAMPING" sign has been added to the series.

The last panel shall be located no closer than 1/2 mile from the theoretical gore point approaching the interchange with at least 1000 foot spacing between the information panels. These spacings will have to be adjusted in many areas to obtain visibility due to trees and other roadside objects. The terrain will affect the locations of the signs because signs cannot be located near the right of way line in areas of steep cuts or fills.

Attached is a tabulation of possible sign locations under the new Federal regulations useing the information that was available to the Traffic Section. No attempt was made to adjust the spacings due to the reasons outlined in the preceding paragraph. A sketch showing the installation spacing is included with the inventory listing.

The red shading indicates interchanges where no LOGO sales potential exists, so no work will be required. The yellow shading indicates locations where existing signs are in place. The green shading indicates the motorist service panels that we desire to install the footings and fabricate the sign posts under this project.

The attached correspondence indicates the sequence of events that have occurred between the Highway Division and the Federal Highway Administration. The Division Office of the FHWA has been advised that we will install information panels at their ultimate locations. Therefore, when additional services are available and LOGO's sold, space will be available for their installation. Also, all existing signs can be moved to their ultimate location when the need arises on a maintenance basis. In the isolated cases where the existing information panels conflict with the installation of proposed signs, the existing signs will be removed and be replaced by a new enlarged sign at the ultimate location.

We would be very appreciative if your survey crews could locate the signs for us as outlined in this letter and the attachments. We will require the interchange name, approximate milepost and station, and a cross-section of sufficient accuracy to design the steel sign supports. On the cross-section should be noted if guardrail exists at that location. An arrow should be painted on the shoulder at the selected location so future crews can locate the proposed location. A photo of the area would be useful to our design engineer.

Employees of the Traffic Section will be available to answer your questions and to give further instructions if required.

ELS:pb

Attachment

Boz-Swan will supply prefixes for prelim. engineering.

OREGON STATE HIGHWAY DIVISION

File: TRA 7

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 20, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Oregon Logo Signing
Your File 1041DA/520.61

In a letter dated November 11 from your office signed by E. J. Valach, concurrence was given that the installations which meet the national standards for LOGO signs would be appropriate in accordance with the inventory submitted to your office on October 11.

Tentative approval was requested initially on those locations listed on the inventory in order that the Travel Information Council's personnel might conduct selling operations in the field for those locations at which LOGO panels are not currently installed. Subject to meeting national standards for spacing requirements, we will assume that TIC can proceed with their sales effort, operating on the assumption that LOGO sign installations will be approved if they can be installed properly.

My original letter of October 11 also proposed a method of installing new LOGO signs at locations that already had a partial installation. The suggestion contained in your letter is agreeable to the Highway Division and will be followed in making new sign installations in combination with existing units. Tentative approval is also requested for the concept of making scattered LOGO sign installations via State forces. It is expected that many of the new LOGO installations will be so scattered geographically that it will not be feasible to contract these units. Would you please advise us.

RECEIVED
NOV 21 1974
TRAFFIC ENGINEERING

bc F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. E. George
Jack Sollis
E. E. Beckman

NOTED
L.E. GEORGE

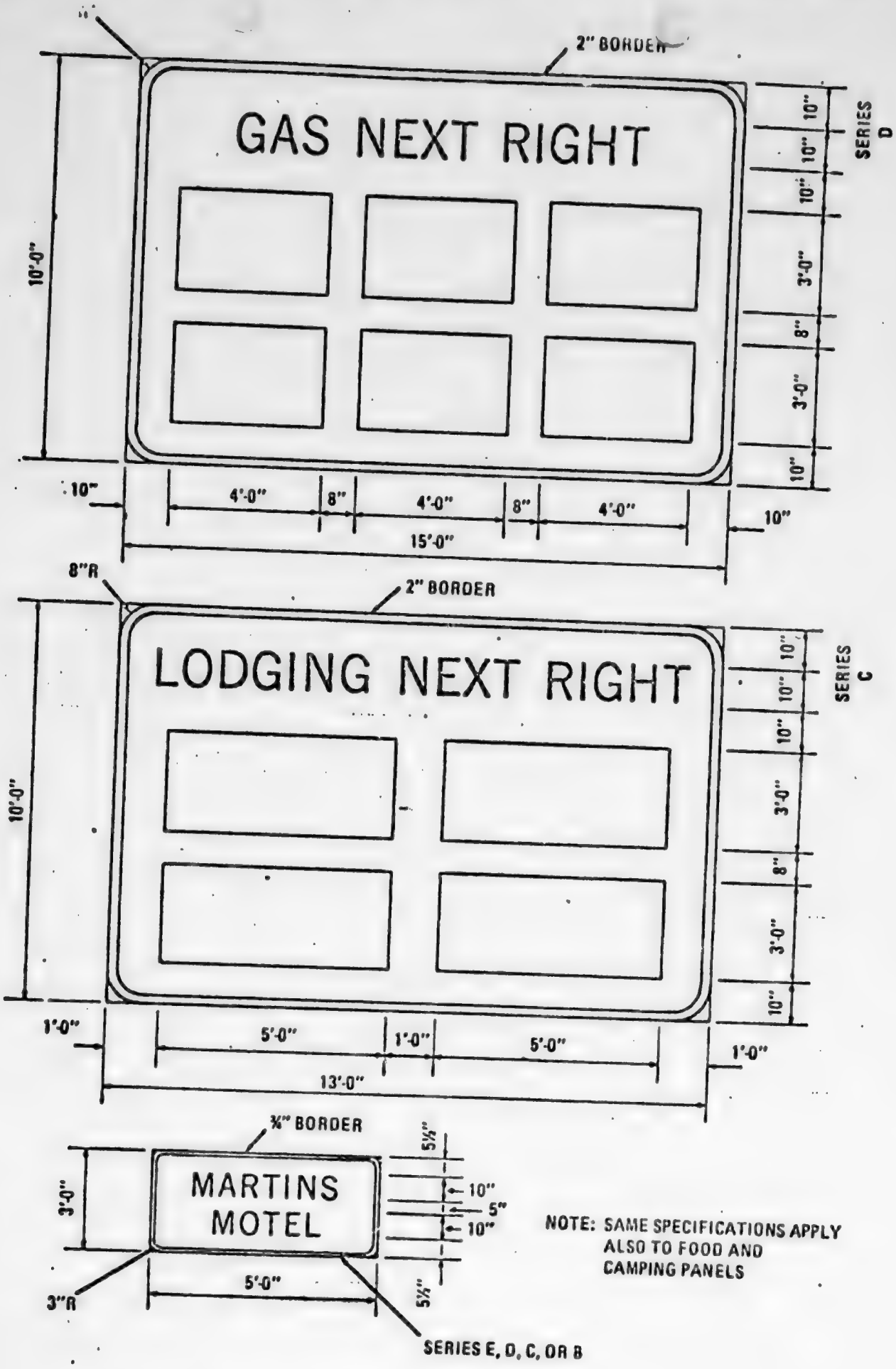
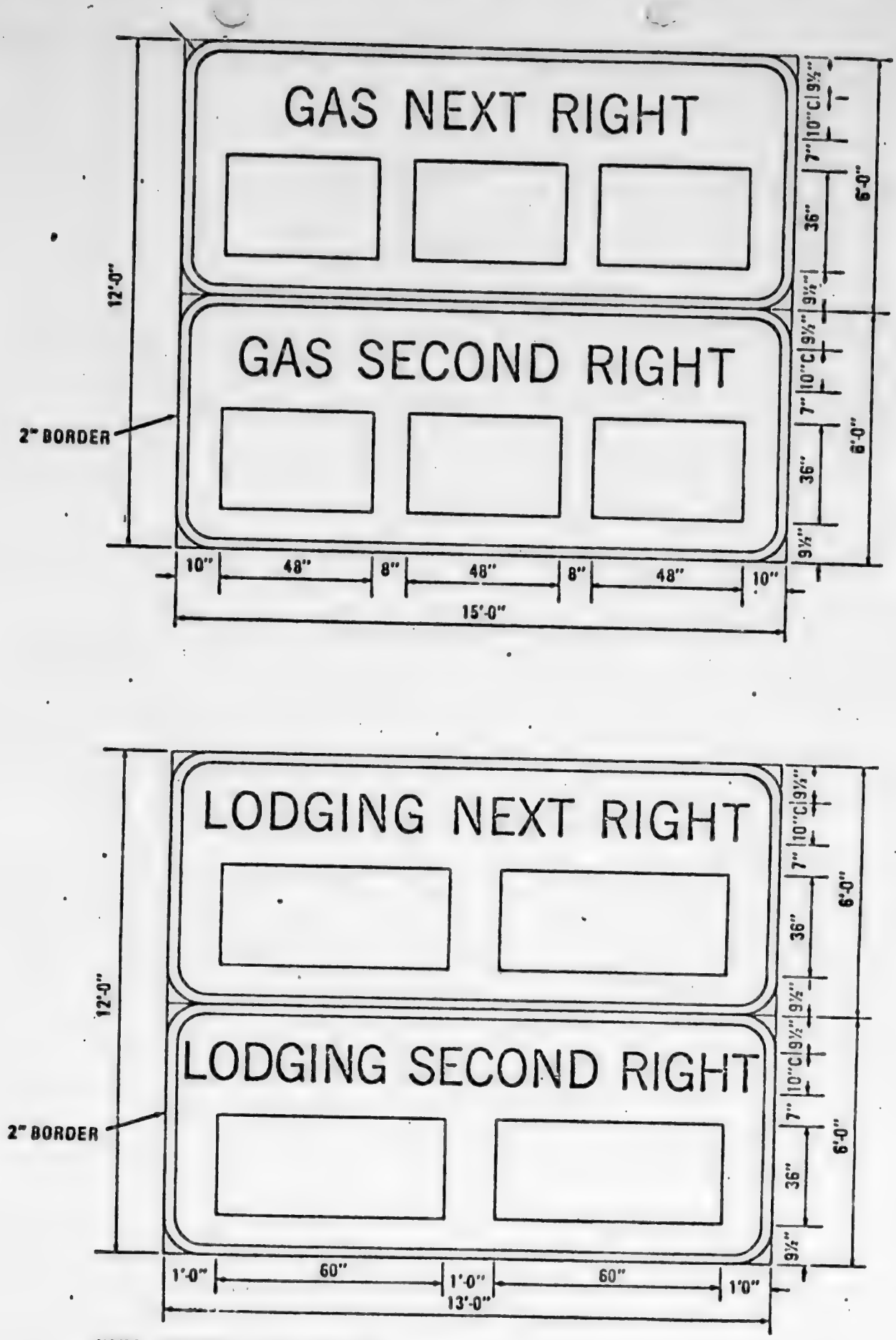


FIGURE 8-2 - SPECIFIC INFORMATION PANEL FOR SINGLE EXIT INTERCHANGE



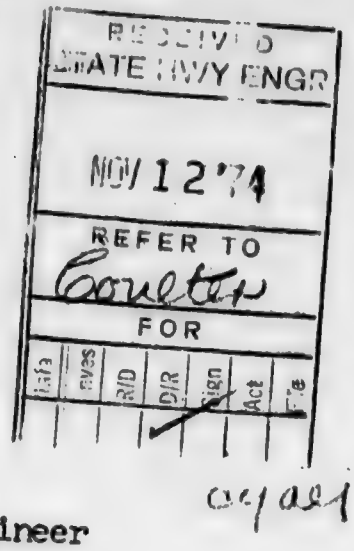
NOTE: SAME SPECIFICATIONS APPLY
ALSO TO FOOD AND CAMPING PANELS

FIGURE 8-4 · SPECIFIC INFORMATION PANEL FOR DOUBLE EXIT INTERCHANGE

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum



DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 11, 1974

In reply refer to: 1041DA/520.61

SUBJECT: Oregon Logo Signing

FROM : G. L. Green, Division Engineer

cy/a21

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Coulter's October 11, 1974 letter requested:

1. FHWA concurrence in future installations of logo sign panels in accordance with the inventory included with his October 11, 1974 letter.

2. FHWA concurrence in a described procedure for handling situations for new logo signs where some logo signing under the old logo standards are in place. The request includes concurrence in FAI funding of revisions to existing logo signs under certain conditions.

In response to the first request, we concur that those installations which meet the national standards will be approved. Until experience is gained in the actual application of the new standards, we would prefer to retain a preliminary review of new signing proposals. We would be prepared to organize our activities to assure no unnecessary delay in the orderly advancement of such proposals.

Your second request reflects a desirable goal to minimize the complete replacement of recent logo sign installations under the original standards. As an alternative to your suggested procedures, a procedure could be followed that for any new logo installation where some old signs now exist the first attempt would be to install the new sign to the new standards in size and transverse location within the right of way and in the ultimate location longitudinally. In establishing the longitudinal location space would be provided for ultimate location of replacements for the existing old standard logos. Such a procedure could result in an interim change in the sequence by which information is presented, ie. "Camping" could follow "Gas" in direction of travel. No adverse operational problems are apparent from such a change in sequence. We would appreciate your evaluation of this alternative.

11-14-74
cy Jack Sollis

In further response to your letter, FAI funds can participate in the removal of the old standard logo signs with salvage credit where such removal specifically results from application of the new standards and the sign to be removed is to be replaced by a new standard sign.

for G. L. Green

cc:
Region (10ED.2)
OSHD (L E George)

1960

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1974

In reply refer to: 1041EC.2/520.61

SUBJECT: Oregon Logo Signing

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. H. S. Coulter, in a November 20 letter on the above subject, requested tentative approval of the concept of making scattered sign installations via State forces. We can, of course, approve the installations by State forces; however, each proposal in addition to meeting the program requirements for that type of project must contain sufficient justification to support a finding that construction by that method is in the public interest.

G. L. Green

cc:
OSHD (Keasey)

RECEIVED
DEC 4 1974
Office of
Assistant State Highway Engineer

12-4-74
by Denge
Bertman
Sollis
Kubin
Twining
Keasey

NOTED
H.S. COULTER

RECEIVED
ATTORNEY GENERAL
DEC 3 '74
REFER TO
Coulter
FOR

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

NOTED
H. S. COULTER

November 27, 1974

Scott Coulter
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Logo Program

Dear Mr. Coulter

It has become apparent within the last couple of weeks that the Logo program is going over very well and a great many applications are being received especially on I-5 for which there are no backboards. These applications are not being received as a result of the sales campaign put on by the PIC as they are primarily concerned with filling the existing boards but with applications that are coming in at the impetus of the owners.

Some examples are Shell Oil Company which has ordered 25, Exxon which has ordered 25, Texaco which has ordered 14, 6's Motels are going to apply for all of their motels on the freeway, Stuckey's Restaurants are going to apply for 6, Dairy Queen has taken 75 applications, I don't know how many of them they will utilize but they indicated they wanted 1 for every Dairy Queen Restaurant located on an interchange.

There are also individual applications being requested on a rather steady basis especially on I-5.

In addition to this I imagine that every campground on I-5 will want to get on the Logo boards by next summer.

This sort of shoots down in flames the program we had discussed earlier of filling the existing backboards and then going down I-5 in 3 units and maybe I-80N in 3 units for new contracts.

I would suggest that as soon as possible myself, Mr. George, Mr. Beckman and Patty Calcaterra meet with you to discuss this problem and how we should approach it.

RECEIVED
NOV 29 1974
Office of
Assistant State Highway Engineer

I suppose a meeting should not be held until after we have heard back from the Federal Highway Administration on your lastest letter which was sent over by Mr. Kesee (Keasey) in your absence.

It does appear that we will have a great many requests on I-5 all the way from Portland on down to the California border for which we do not have backboards.

Sincerely

Jack L. Sollis
Assistant Attorney General

kp
cc: L.E. George
E.E. Beckman
Patty Calcaterra

I think it appropriate to tabulate

1. Locations where logos can be added to existing backboards
2. Locations where new backboards can be easily installed we may already have FHWA approval, for instance
3. Locations where we believe we can get FHWA approval for installing backboards.
4. Locations where installation of logos may be delayed or inappropriate because of;
   a. Anticipated delay in FHWA approval.
   b. Physical restrictions to backboard installation.
   c. Backboard installation and use of logos is not appropriate.

(An example of a. could be Market St. Xchange
b. could be Jantzen Xchange
c. could be Battle Cr. Xchange, Marysville Xchange)

I would also suggest that applicants should be advised of our ability to respond to each application and that we should try and obtain any needed field information fairly soon to avoid delay in working up any new contracts for new backboards for conditions 2. and 3. above. —

Scott

Sollis George, Beckman, Calcaterra

TRA 7-5

File No._____
Rd. No._____ M.P._____
City of_____
Streets_____
Rural_____ Urban_____

October 11, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Dear Mr. Green:

Attached is an inventory of locations showing possible logo sign panel installations based upon the new standards issued by the Federal Highway Administration in July 1974. The possible installations are shown under the columns marked "G", "F", "L" and "C" and are based upon the revised spacing standards. The inventory is based upon the records maintained in the Traffic Engineering Section and has not been field checked for possible physical obstructions that would preclude the installation of the sign panels.

The purpose of this letter is to request your approval for the future installation of sign panels at the possible locations shown on the inventory, subject to the absence of physical obstructions that would preclude the installation of the panels. Business panels have not been solicited at many of the locations shown. However, advance approval of the locations will permit the installation of both the sign panels and the business panels in a rapid and orderly manner when necessary.

It is expected that a problem will be encountered on completed sections where logo signing has been installed based on the old standards. The Highway Division proposes to observe the following procedure in the installation of new logo signs on old sections.

1. If only one logo sign exists in any direction at an interchange, the existing logo sign would be removed and both the existing sign and any new ones to be installed would be installed based on the revised standards issued in July 1974.

2. If more than one logo sign panel exists in any direction at any interchange, the subsequent logo sign panels would be installed based on the old standards of spacing but not of size.

Your consideration and approval of the proposed procedure as outlined is requested. It is also requested that any revisions of existing logo sign revisions as outlined in No. 1 above be subject to normal federal-aid participation.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

LEG:kw
Attachment

bc: F. B. Klaboe
A. E. Johnson
L. E. George
J. L. Sollis
Patty Calcaterra

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

		NORTHBOUND							SOUTHBOUND				
NTCHGE. NAME	STRUCT. M.P.	A	B	X	G	F	L	C	A	B	X	G	F
tate Line	0.95	2/							3/				
iskiyou Station	5.32	5.40	0.95	4.45	4.90	4.71	4.52	4.33	5.48	11.42	5.94	5.98	6.1
outh Ashland	11.89	2/							3/				
re Springs	14.17	14.01	11.89	2.12	1/12.86 13.51	1/12.21 13.32	1/12.06 13.13	12.94	14.34	18.74	4.40	1/15.95 14.84	1/16. 15.0
orth Ashland	19.10	18.99	18.56	0.43	N.S.	N.S.	N.S.	N.S.	19.24	20.88	1.64	1/20.69 19.74	1/20. 19.9
alley View Rd.	21.20	20.96	19.55	1.41	20.46	20.27	20.08	19.89	21.37	21.92	0.55	21.92	N.S
ern Valley Rd.	24.40	24.19	21.34	2.85	23.69	23.50	23.31	23.12	24.60	27.20	2.60	25.10	25.2
arnett Rd.	27.58	27.33	24.74	2.59	1/25.07 26.83	1/24.92 26.64	1/24.76 26.45	26.26	27.87	29.97	2.10	1/29.25 28.94	1/29. 29.1
rater Lake	30.29	30.12	27.94	2.18	1/28.78 29.62	1/28.63 29.43	1/28.48 29.24	29.05	30.46	32.41	1.95	30.96	31.1
entral Point	32.75	32.53	30.46	2.07	1/31.16 32.03	1/31.00 31.84	31.65	31.46	32.98	35.04	2.06	1/34.84 33.48	1/35. 33.6
even Oaks	35.44	35.31	33.09	2.22	34.81	34.62	34.43	34.24	35.57	40.54	4.97	36.11	36.3
ene Creek	40.83	40.72	35.89	4.83	40.22	40.03	1/39.78 39.84	39.65	40.92	43.43	2.51	41.42	41.6
ock Point	43.77	43.58	41.13	2.45	43.07	42.88	42.69	42.50	43.95	44.97	1.02	44.45	44.6
mestead	45.47	45.17	44.13	1.04	44.67	44.48	44.29	N.S.	45.39	45.69	0.30	N.S.	N.S
ogue River	48.82	48.57	46.08	2.49	48.07	47.88	47.69	47.50	48.98	55.34	6.38	49.53	49.7
st Grants Pass	55.78	55.50	49.15	6.35	55.00	54.81	54.62	54.43	56.24	57.68	1.44	56.74	56.9
orth Grants Pass	58.06	57.99	55.97	2.02	1/56.61 57.49	1/56.45 57.30	1/56.30 57.11	56.92	58.29	60.90	2.61	58.79	58.9
use Creek	61.35	61.27	58.45	2.82	60.77	60.58	60.39	60.20	61.30	62.43	1.13	61.80	61.9

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

NORTHBOUND							SOUTHBOUND						
A	B	X	G	F	L	C	A	B	X	G	F	L	C
2/							3/						
5.40	0.95	4.45	4.90	4.71	4.52	4.33	5.48	11.42	5.94	5.98	6.17	6.36	6.55
2/							3/						
14.01	11.89	2.12	1/12.86 13.51	1/12.21 13.32	1/12.06 13.13	12.94	14.34	18.74	4.40	1/15.95 14.84	1/16.11 15.03	1/16.26 15.22	15.41
18.99	18.56	0.43	N.S.	N.S.	N.S.	N.S.	19.24	20.88	1.64	1/20.69 19.74	1/20.85 19.93	20.12	20.31
20.96	19.55	1.41	20.46	20.27	20.08	19.89	21.37	21.92	0.55	21.92	N.S.	N.S.	N.S.
24.19	21.34	2.85	23.69	23.50	23.31	23.12	24.60	27.20	2.60	25.10	25.29	25.48	25.67
27.33	24.74	2.59	1/25.07 26.83	1/24.92 26.64	1/24.76 26.45	26.26	27.87	29.97	2.10	1/29.25 28.94	1/29.41 29.13	1/29.56 29.32	29.51
30.12	27.94	2.18	1/28.78 29.62	1/28.63 29.43	1/28.48 29.24	29.05	30.46	32.41	1.95	30.96	31.15	31.34	31.53
32.53	30.46	2.07	1/31.16 32.03	1/31.00 31.84	31.65	31.46	32.98	35.04	2.06	1/34.84 33.48	1/35.00 33.67	33.86	34.05
35.31	33.09	2.22	34.81	34.62	34.43	34.24	35.57	40.54	4.97	36.11	36.30	36.49	36.68
40.72	35.89	4.83	40.22	40.03	1/39.78 39.84	39.65	40.92	43.43	2.51	41.42	41.61	41.80	41.99
43.58	41.13	2.45	43.07	42.88	42.69	42.50	43.95	44.97	1.02	44.45	44.64	44.83	N.S.
45.17	44.13	1.04	44.67	44.48	44.29	N.S.	45.39	45.69	0.30	N.S.	N.S.	N.S.	N.S.
48.57	46.08	2.49	48.07	47.88	47.69	47.50	48.98	55.34	6.38	49.53	49.72	49.91	50.10
55.50	49.15	6.35	55.00	54.81	54.62	54.43	56.24	57.68	1.44	56.74	56.93	57.12	57.31
57.99	55.97	2.02	1/56.61 57.49	1/56.45 57.30	1/56.30 57.11	56.92	58.29	60.90	2.61	58.79	58.98	59.17	59.36
61.27	58.45	2.82	60.77	60.58	60.39	60.20	61.30	62.43	1.13	61.80	61.99	62.18	62.37

INTERSTATE ROUTE 5
POSSIBLE TRAFFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

		NORTHBOUND							SOUTHBOUND				
NTCHGE. NAME	STRUCT. M.P.	A	B	X	G	F	L	C	A	B	X	G	F
umpoff Joe Creek	66.28	66.14	63.19	2.95	65.64	65.45	65.26	65.07	66.50	77.22	10.72	67.00	67.19
unny Valley	71.39	71.41	66.78	4.63	70.91	70.72	70.53	70.34	71.54	75.71	4.17	1/72.10 72.04	72.23
olf Creek (North & South)	76.03	75.84	71.69	4.15	1/74.57 75.34	75.15	74.96	74.77	76.72	78.11	1.39	1/77.98 77.22	77.41
peaker Rd.	78.11	3/							2/				
iendale	80.80	80.86	78.48	2.38	80.36	80.17	79.98	79.79	81.03	81.69	0.66	81.53	N.S.
arton Rd.	83.29	2/							3/				
uines Creek Rd.	86.14	85.99	83.44	2.55	85.49	85.30	85.11	84.92	86.27	87.70	1.43	86.77	86.96
zalea	88.12	87.99	86.48	1.51	87.49	87.30	87.11	86.92	88.25	95.47	7.22	88.75	88.94
est Fork	95.82	95.01	88.47	6.54	94.51	94.32	94.13	93.94	95.97	97.85	1.88	96.47	96.66
outh Canyonville	98.28	98.15	96.21	1.94	1/97.12 97.65	1/96.97 97.46	97.27	97.08	98.67	99.17	0.50	99.17	N.S.
orth Canyonville 6/	99.53	98.87	98.62	0.25	N.S.	N.S.	N.S.	N.S.	99.71	101.03	1.32	1/100.78 T00.21	1/100 100.40
oku	101.33	4/							4/				
azley Rd.	101.89	4/							4/				
iddle Rd.	103.95	103.73	102.23	1.50	1/102.30 103.24	1/102.14 T03.05	102.86	102.67	104.06	106.34	2.28	1/105.32 T04.56	1/105 104.75
eaver Rd.	106.71	106.57	104.10	2.47	106.07	105.88	105.69	105.50	106.87	108.19	1.32	107.37	107.56
yrtle Creek	108.31	108.04	107.08	0.96	107.54	107.35	107.16	N.S.	108.42	110.00	1.58	108.92	1/109.98 109.11
omer Hill	110.36	109.94	108.60	1.34	109.44	109.25	109.06	108.87	110.49	111.29	0.80	110.99	111.18
illard	112.53	112.18	110.69	1.49	111.68	111.49	111.30	110.85	112.45	113.10	0.65	112.95	N.S.

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

	NORTHBOUND							SOUTHBOUND						
STRUCT. M.P.	A	B	X	G	F	L	C	A	B	X	G	F	L	C
66.28	66.14	63.19	2.95	65.64	65.45	65.26	65.07	66.50	77.22	10.72	67.00	67.19	67.38	67.57
71.39	71.41	66.78	4.63	70.91	70.72	70.53	70.34	71.54	75.71	4.17	1/72.10 T72.04	72.23	72.42	72.61
76.03	75.84	71.69	4.15	1/74.57 T75.34	75.15	74.96	74.77	76.72	78.11	1.39	1/77.98 T77.22	77.41	77.60	77.79
78.11	3/							2/						
80.80	80.86	78.48	2.38	80.36	80.17	79.98	79.79	81.03	81.69	0.66	81.53	N.S.	N.S.	N.S.
83.29	2/							3/						
86.14	85.99	83.44	2.55	85.49	85.30	85.11	84.92	86.27	87.70	1.43	86.77	86.96	87.15	87.34
88.12	87.99	86.48	1.51	87.49	87.30	87.11	86.92	88.25	95.47	7.22	88.75	88.94	89.13	89.32
95.82	95.01	88.47	6.54	94.51	94.32	94.13	93.94	95.97	97.85	1.88	96.47	96.66	96.85	97.04
98.28	98.15	96.21	1.94	1/97.12 T97.65	1/96.97 T97.46	97.27	97.08	98.67	99.17	0.50	99.17	N.S.	N.S.	N.S.
99.53	98.87	98.62	0.25	N.S.	N.S.	N.S.	N.S.	99.71	101.03	1.32	1/100.78 T00.21	1/100.94 100.40	100.59	100.78
101.33	4/							4/						
101.89	4/							4/						
103.95	103.73	102.23	1.50	1/102.30 T03.24	1/102.14 T03.05	102.86	102.67	104.06	106.34	2.28	1/105.32 T04.56	1/105.47 104.75	104.94	105.1
106.71	106.57	104.10	2.47	106.07	105.88	105.69	105.50	106.87	108.19	1.32	107.37	107.56	107.75	107.9
108.31	108.04	107.08	0.96	107.54	107.35	107.16	N.S.	108.42	110.00	1.58	108.92	1/109.98 T09.11	109.30	109.49
110.36	109.94	108.60	1.34	109.44	109.25	109.06	108.87	110.49	111.29	0.80	110.99	111.18	N.S.	N.S.
112.53	112.18	110.69	1.49	111.68	111.49	111.30	110.85	112.45	113.10	0.65	112.95	N.S.	N.S.	N.S.

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

NTCHGE. NAME	STRUCT. M.P.	NORTHBOUND A	B	X	G	F	L	C	SOUTHBOUND A	B	X	G	F
ark's Branch	113.44	113.32	112.50	0.82	112.82	N.S.	N.S.	N.S.	113.61	119.18	5.57	114.11	114.
ady	119.51	119.73	113.74	5.99	119.16	118.97	118.78	118.59	119.66	120.05	0.39	N.S.	N.S
kland-Shady	120.49	2/							120.34	121.42	1.08	120.84	121.
Lain Ave.	121.69	121.14	120.54	0.60	120.54	N.S.	N.S.	N.S.	121.83	122.68	0.85	122.33	122.
irgrounds 5/	123.01	122.82	122.01	0.81	122.32	122.13	N.S.	N.S.	123.14	123.83	0.69	123.64	123.
litary Ave. 5/	124.22	123.86	123.35	0.51	1/123.3 123.36	N.S.	N.S.	N.S.	124.12	124.79	0.67	123.62	N.S
rden Valley Rd.	125.08	124.84	124.65	0.19	N.S.	N.S.	N.S.	N.S.	125.32	129.22	3.90	1/127.10 125.82	1/127. 126.0
nchester	129.22	129.32	125.41	3.91	128.76	128.57	128.38	128.19	129.51	134.80	5.29	130.18	130.3
ady	135.14	134.97	129.60	5.37	134.47	134.28	134.09	133.90	135.27	136.16	0.89	135.77	135.9
therlin	136.52	136.36	135.47	0.89	135.86	135.67	135.48	N.S.	136.44	138.25	1.81	1/137.68 136.94	1/137. 137.1
kland (North & South)	138.60	2/							2/				
t Hill Rd.	142.18	142.07	140.65	1.42	141.68	141.49	141.30	141.11	142.32	143.03	0.71	142.82	143.0
uth Rice Hill	146.25	146.12	143.10	3.02	145.75	145.56	145.37	145.18	146.45	148.24	1.79	146.95	147.1
ce Hill	148.21	148.46	146.60	1.86	1/146.93 147.96	1/146.77 147.77	147.58	147.39	146.56	149.94	1.38	1/149.61 149.06	149.2
ncalla	150.34	150.05	148.77	1.28	149.55	149.36	149.17	148.98	150.51	154.62	4.11	151.01	151.2
otts Valley	154.54	154.43	150.48	3.95	153.93	153.74	153.55	153.36	154.73	158.97	4.24	155.23	155.4
x Rd.	159.28	159.28	154.99	4.29	158.78	158.59	158.40	158.21	159.38	159.99	0.61	159.88	N.S.
lt Springs Rd.	160.14	160.01	159.69	0.32	N.S.	N.S.	N.S.	N.S.	160.30	163.02	2.72	160.80	160.9

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

STRUCT. M.P.	NORTHBOUND							SOUTHBOUND						
	A	B	X	G	F	L	C	A	B	X	G	F	L	C
13.44	113.32	112.50	0.82	112.82	N.S.	N.S.	N.S.	113.61	119.18	5.57	114.11	114.30	114.49	114.6
19.51	119.73	113.74	5.99	119.16	118.97	118.78	118.59	119.66	120.05	0.39	N.S.	N.S.	N.S.	N.S.
20.49	2/							120.34	121.42	1.08	120.84	121.03	121.22	121.4
21.69	121.14	120.54	0.60	120.54	N.S.	N.S.	N.S.	121.83	122.68	0.85	122.33	122.52	N.S.	N.S.
23.01	122.82	122.01	0.81	122.32	122.13	N.S.	N.S.	123.14	123.83	0.69	123.64	123.83	N.S.	N.S.
24.22	123.86	123.35	0.51	1/123.3 – 123.36	N.S.	N.S.	N.S.	124.12	124.79	0.67	123.62	N.S.	N.S.	N.S.
25.08	124.84	124.65	0.19	N.S.	N.S.	N.S.	N.S.	125.32	129.22	3.90	1/127.10 – 125.82	1/127.25 – 126.01	1/127.4 – 126.20	126.
29.22	129.32	125.41	3.91	128.76	128.57	128.38	128.19	129.51	134.80	5.29	130.18	130.37	130.56	130.
35.14	134.97	129.60	5.37	134.47	134.28	134.09	133.90	135.27	136.16	0.89	135.77	135.96	136.15	N.S.
36.52	136.36	135.47	0.89	135.86	135.67	135.48	N.S.	136.44	138.25	1.81	1/137.68 – 136.94	1/137.84 – 137.13	1/137.99 – 137.32	137.5
38.60	2/							2/						
42.18	142.07	140.65	1.42	141.68	141.49	141.30	141.11	142.32	143.03	0.71	142.82	143.01	N.S.	N.S.
46.25	146.12	143.10	3.02	145.75	145.56	145.37	145.18	146.45	148.24	1.79	146.95	147.14	147.33	147.5
48.21	148.46	146.60	1.86	1/146.93 – 147.96	1/146.77 – 147.77	147.58	147.39	146.56	149.94	1.38	1/149.61 – 149.06	149.25	149.44	149.6
50.34	150.05	148.77	1.28	149.55	149.36	149.17	148.98	150.51	154.62	4.11	151.01	151.20	151.39	151.5
54.54	154.43	150.48	3.95	153.93	153.74	153.55	153.36	154.73	158.97	4.24	155.23	155.42	155.61	155.8
59.28	159.28	154.99	4.29	158.78	158.59	158.40	158.21	159.38	159.99	0.61	159.88	N.S.	N.S.	N.S.
60.14	160.01	159.69	0.32	N.S.	N.S.	N.S.	N.S.	160.30	163.02	2.72	160.80	160.99	161.18	161.3

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

INTCHGE. NAME	STRUCT. M.P.	NORTHBOUND A	B	X	G	F	L	C	SOUTHBOUND A	B	X	G
Anlauf	162.36	4/							4/			
Curtin	163.44	163.50	162.12	1.38	163.00	162.81	162.62	162.43	163.57	168.17	4.60	1/164.5 164.07
Comstock	164.45	4/							4/			
Divide	168.69	2/							3/			
London Rd.	172.24	3/							2/			
Cottage Grove	174.74	174.83	172.54	2.29	1/173.61 174.33	1/173.46 174.14	1/173.31 173.95	173.76	174.98	176.38	1.40	1/176.33 175.48
Saginaw	176.76	176.67	175.18	1.49	176.17	175.98	175.79	175.68	176.96	177.89	0.93	177.46
Creswell	182.83	182.63	178.36	4.27	1/181.28 181.13	1/181.13 181.94	181.75	181.56	183.05	187.86	4.81	1/184.38 183.55
Peebles Rd.	186.43	2/							3/			
Goshen-Oakridge	188.34	188.09	186.43	1.66	187.59	187.40	187.21	187.02	188.81	190.51	1.70	189.31
Goshen	188.89	188.81	188.67	0.14	N.S.	N.S.	N.S.	N.S.	3/			
McKay	189.87	189.66	188.91	0.75	189.16	188.97	N.S.	N.S.	190.69	191.59	0.90	191.19
Glenwood	191.98	191.78	189.87	1.91	191.28	191.09	190.90	190.49	191.98	193.41	1.43	192.52
Judkins Point	192.55	2/							3/			
"Q" Street	193.94	193.68	192.52	1.16	193.18	192.98	192.52	N.S.	194.26	195.01	0.75	194.76
Belt Line Road	195.45	195.32	194.52	0.80	194.82	194.63	N.S.	N.S.	195.67	198.73	3.06	1/196.82 196.17
Coburg Rd.	199.15	198.93	195.91	3.02	1/197.70 198.43	198.24	198.05	198.86	199.37	205.70	6.33	1/200.61 199.87
Shedrond Hill	209.06	208.86	206.36	2.50	1/207.51 208.36	208.17	207.98	207.79	209.25	216.18	6.93	1/210.62 209.75

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

RUCT. P.	NORTHBOUND							SOUTHBOUND						
	A	B	X	G	F	L	C	A	B	X	G	F	L	C
62.36	4/							4/						
63.44	163.50	162.12	1.38	163.00	162.81	162.62	162.43	163.57	168.17	4.60	1/164.5 164.07	164.26	164.46	164.65
64.45	4/							4/						
68.69	2/							3/						
72.24	3/							2/						
74.74	174.83	172.54	2.29	1/173.61 174.33	1/173.46 174.14	1/173.31 173.95	173.76	174.98	176.38	1.40	1/176.33 175.48	175.67	175.86	176.05
76.76	176.67	175.18	1.49	176.17	175.98	175.79	175.68	176.96	177.89	0.93	177.46	177.65	177.84	N.S.
82.83	182.63	178.36	4.27	1/181.28 181.13	1/181.13 181.94	181.75	181.56	183.05	187.86	4.81	1/184.38 183.55	1/184.53 183.74	183.93	184.12
86.43	2/							3/						
88.34	188.09	186.43	1.66	187.59	187.40	187.21	187.02	188.81	190.51	1.70	189.31	189.89	189.08	190.27
88.89	188.81	188.67	0.14	N.S.	N.S.	N.S.	N.S.	3/						
89.87	189.66	188.91	0.75	189.16	188.97	N.S.	N.S.	190.69	191.59	0.90	191.19	191.38	191.57	N.S.
91.98	191.78	189.87	1.91	191.28	191.09	190.90	190.49	191.98	193.41	1.43	192.52	192.86	193.05	193.24
92.55	2/							3/						
93.94	193.68	192.52	1.16	193.18	192.98	192.52	N.S.	194.26	195.01	0.75	194.76	194.95	N.S.	N.S.
95.45	195.32	194.52	0.80	194.82	194.63	N.S.	N.S.	195.67	198.73	3.06	1/196.82 196.17	1/196.97 196.36	1/197.12 196.55	196.75
99.15	198.93	195.91	3.02	1/197.70 198.43	198.24	198.05	198.86	199.37	205.70	6.33	1/200.61 199.87	200.06	200.25	200.44
09.06	208.86	206.36	2.50	1/207.51 208.36	208.17	207.98	207.79	209.25	216.18	6.93	1/210.62 209.75	209.94	210.13	210.32

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

		NORTHBOUND							SOUTHBOUND				
NTCHGE. NAME	STRUCT. M.P.	A	B	X	G	F	L	C	A	B	X	G	F
Halsey-Sweet Home	216.57	216.38	209.47	6.91	1/215.05 215.88	1/214.87 215.69	215.50	215.31	216.76	227.69	10.93	1/218.09 217.26	1/218. 217.
Corvallis-Lebanon	228.09	227.88	216.98	10.90	1/226.50 227.38	1/226.35 227.19	227.00	226.81	228.30	232.79	4.49	1/229.66 228.80	1/229. 228.
Santiam	233.23	233.23	228.52	4.71	1/230.82 232.73	1/230.67 232.54	1/230.52 232.35	232.16	233.23	233.92	0.69	233.73	233.
North Albany	234.17	233.90	233.72	0.18	N.S.	N.S.	N.S.	N.S.	234.36	235.21	0.85	1/234.10 234.86	235.0
Murder Creek	235.67	235.79	234.76	1.03	1/234.95 235.29	235.10	235.91	N.S.	235.49	237.38	1.89	1/236.24 235.99	236.
Viewcrest	237.67	3/							237.82	238.11	0.29	N.S.	N.S.
South Jefferson	238.22	238.32	236.10	2.22	237.65	237.46	237.27	237.08	238.49	239.47	0.98	238.99	239.
Dever Rd.	239.67	239.54	238.65	0.89	239.04	238.85	238.66	N.S.	239.79	240.04	0.25	N.S.	N.S.
Hoefer Rd.	240.20	240.12	239.82	0.30	N.S.	N.S.	N.S.	N.S.	240.25	240.77	0.52	1/240.61 240.77	N.S.
Talbot Rd.	242.13	242.20	241.12	1.08	241.69	241.50	241.31	241.12	242.08	243.21	1.13	242.60	242.7
Ankeny Hill	243.53	243.40	243.03	0.37	N.S.	N.S.	N.S.	N.S.	243.66	244.46	0.80	244.16	244.3
North Jefferson	244.68	244.53	243.93	0.60	244.03	N.S.	N.S.	N.S.	244.83	248.01	3.18	245.33	245.5
Sunnyside-Turner 6/	248.41	248.26	245.05	3.21	1/247.54 247.76	247.57	247.38	247.19	248.56	253.44	4.88	1/250.70 249.50	249.6
Battle Creek 6/	249.38	2/							3/				
North Santiam	253.88	253.62	249.15	4.47	253.12	1/251.13 252.93	1/250.97 252.74	252.55	254.16	255.90	1.74	254.66	254.8
Market St.	256.28	256.05	254.38	1.67	255.55	255.36	255.17	254.98	256.21	258.25	2.04	256.71	256.9
Hayesville	258.58	258.39	256.38	2.01	257.89	257.70	257.51	257.32	258.83	263.11	4.28	259.33	259.5
Lacks 5/	263.49	263.34	259.19	4.15	1/261.9 262.84	262.65	262.46	262.27	263.64	271.47	7.83	1/264.9 264.14	264.3

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

	NORTHBOUND							SOUTHBOUND						
STRUCT. M.P.	A	B	X	G	F	L	C	A	B	X	G	F	L	C
216.57	216.38	209.47	6.91	1/215.05 215.88	1/214.87 215.69	215.50	215.31	216.76	227.69	10.93	1/218.09 217.26	1/218.25 217.45	217.64	217.83
228.09	227.88	216.98	10.90	1/226.50 227.38	1/226.35 227.19	227.00	226.81	228.30	232.79	4.49	1/229.66 228.80	1/229.82 228.99	229.18	229.37
233.23	233.23	228.52	4.71	1/230.82 232.73	1/230.67 232.54	1/230.52 232.35	232.16	233.23	233.92	0.69	233.73	233.92	N.S.	N.S.
234.17	233.90	233.72	0.18	N.S.	N.S.	N.S.	N.S.	234.36	235.21	0.85	1/234.10 234.86	235.05	N.S.	N.S.
235.67	235.79	234.76	1.03	1/234.95 235.29	235.10	235.91	N.S.	235.49	237.38	1.89	1/236.24 235.99	236.18	236.37	236.56
237.67	3/							237.82	238.11	0.29	N.S.	N.S.	N.S.	N.S.
238.22	238.32	236.10	2.22	237.65	237.46	237.27	237.08	238.49	239.47	0.98	238.99	239.18	239.37	N.S.
239.67	239.54	238.65	0.89	239.04	238.85	238.66	N.S.	239.79	240.04	0.25	N.S.	N.S.	N.S.	N.S.
240.20	240.12	239.82	0.30	N.S.	N.S.	N.S.-	N.S.	240.25	240.77	0.52	1/240.61 240.77	N.S.	N.S.	N.S.
242.13	242.20	241.12	1.08	241.69	241.50	241.31	241.12	242.08	243.21	1.13	242.60	242.79	242.98	243.17
243.53	243.40	243.03	0.37	N.S.	N.S.	N.S.	N.S.	243.66	244.46	0.80	244.16	244.35	N.S.	N.S.
244.68	244.53	243.93	0.60	244.03	N.S.	N.S.	N.S.	244.83	248.01	3.18	245.33	245.52	245.71	245.90
6/ 248.41	248.26	245.05	3.21	1/247.54 247.76	247.57	247.38	247.19	248.56	253.44	4.88	1/250.70 249.50	249.69	249.88	250.07
249.38	2/							3/						
253.88	253.62	249.15	4.47	253.12	1/251.13 252.93	1/250.97 252.74	252.55	254.16	255.90	1.74	254.66	254.85	255.04	255.23
256.28	256.05	254.38	1.67	255.55	255.36	255.17	254.98	256.21	258.25	2.04	256.71	256.90	257.09	257.28
258.58	258.39	256.38	2.01	257.89	257.70	257.51	257.32	258.83	263.11	4.28	259.33	259.52	259.71	259.90
263.49	263.34	259.19	4.15	1/261.9 262.84	262.65	262.46	262.27	263.64	271.47	7.83	/264.9 264.14	264.33	264.52	264.71

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

INTCHGE. NAME	STRUCT. M.P.	NORTHBOUND							SOUTHBOUND				
		A	B	X	G	F	L	C	A	B	X	G	F
Woodburn 5/	271.85	271.72	263.87	7.85	1/270.4 271.22	1/270.2 271.03	270.84	270.65	271.98	278.24	6.26	1/273.5 272.48	1/27 272.6
Fargo Rd.	278.67	278.54	272.29	6.25	278.04	277.85	277.66	277.47	278.86	281.44	2.58	279.36	279.5
Hubbard	282.59	282.34	281.97	0.37	N.S.	N.S.	N.S.	N.S.	282.82	283.55	0.73	283.32	283.5
Wi. onville	283.88	283.77	283.21	0.56	1/282.66 283.27	N.S.	N.S.	N.S.	284.01	285.85	1.84	1/285.51 284.51	1/285 284.7
Stafford Rd.	286.18	285.97	284.20	1.77	1/284.60 285.47	285.28	285.09	284.87	286.31	287.85	1.54	1/287.71 286.81	287.0
I-205	288.48	288.24	286.50	1.74	287.74	287.55	287.36	287.17	288.93	289.15	0.22	N.S.	N.S.
Nyberg Rd. 5/	289.50	289.38	289.08	0.30	N.S.	N.S.	N.S.	N.S.	289.61	290.12	0.51	290.11	N.S.
Lower Boones Fy. Rd. 5/	290.48	290.33	289.82	0.51	289.83	N.S.	N.S.	N.S.	290.65	290.90	0.25	N.S.	N.S.
Upper Boones Fy. Rd. 5/	291.29	291.14	290.80	0.34	N.S.	N.S.	N.S.	N.S.	291.45	291.83	0.38	N.S.	N.S.
South Tigard 5/	292.20	292.16	291.70	0.46	N.S.	N.S.	N.S.	N.S.	292.38	292.94	0.56	N.S.	N.S.
Haines Rd.	293.30	293.09	292.65	0.44	N.S.	N.S.	N.S.	N.S.	293.17	293.36	0.19	N.S.	N.S.
No Tigard	293.82	293.59	293.90	0.29	N.S.	N.S.	N.S.	N.S.	293.93	294.87	0.94	294.43	294.6

INTERSTATE ROUTE 5
POSSIBLE SPECIFIC INFORMATION PANEL LOCATIONS USING
STANDARDS OUTLINED IN FHWA TRANSMITTAL 38 DATED 7/2/74

	NORTHBOUND							SOUTHBOUND						
STRUCT. M.P.	A	B	X	G	F	L	C	A	B	X	G	F	L	C
271.85	271.72	263.87	7.85	1/270.4 271.22	1/270.2 271.03	270.84	270.65	271.98	278.24	6.26	1/273.5 272.48	1/273.6 272.67	272.86	273.05
278.67	278.54	272.29	6.25	278.04	277.85	277.66	277.47	278.86	281.44	2.58	279 36	279.55	279.74	279.93
282.59	282.34	281.97	0.37	N.S.	N.S.	N.S.	N.S.	282.82	283.55	0.73	283.32	283.51	N.S.	N.S.
283.88	283.77	283.21	0.56	1/282.66 283.27	N.S.	N.S.	N.S.	284.01	285.85	1.84	1/285.51 284.51	1/285.36 284.70	1/285. 284.89	285.08
286.18	285.97	284.20	1.77	1/284.60 285.47	285.28	285.09	284.87	286.31	287.85	1.54	1/287.71 286.81	287.00	287.19	287.38
288.48	288.24	286.50	1.74	287.74	287.55	287.36	287.17	288.93	289.15	0.22	N.S.	N.S.	N.S.	N.S.
289.50	289.38	289.08	0.30	N.S.	N.S.	N.S.	N.S.	289.61	290.12	0.51	290.11	N.S.	N.S.	N.S.
290.48	290.33	289.82	0.51	289.83	N.S.	N.S.	N.S.	290.65	290.90	0.25	N.S.	N.S.	N.S.	N.S.
291.29	291.14	290.80	0.34	N.S.	N.S.	N.S.	N.S.	291.45	291.83	0.38	N.S.	N.S.	N.S.	N.S.
292.20	292.16	291.70	0.46	N.S.	N.S.	N.S.	N.S.	292.38	292.94	0.56	N.S.	N.S.	N.S.	N.S.
293.30	293.09	292.65	0.44	N.S.	N.S.	N.S.	N.S.	293.17	293.36	0.19	N.S.	N.S.	N.S.	N.S.
293.82	293.59	293.90	0.29	N.S.	N.S.	N.S.	N.S.	293.93	294.87	0.94	294.43	294.62	294.81	N.S.

8261 SW 72nd Ave Int-SW Boones 1975
Ferry Rd Sec Beaverton-Tigard Hwys
(Grad., pav., sign, & signal) #6

C/A 5351

C/A 5336

SU-592(1)	Plan -	503- 2[illegible]20	[illegible]
SU-592(2)	Arch Study	503- 1996	$[illegible]00
SU-592(3)	Land Scape	503- 1065	$500.00
SU-592(3)	Const	[illegible]- 1070	$110,000.00

826 1

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 132254

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUT
6-30-81	CC 2079		

CLACKAC

- CLACKAMAS CO BD OF COMMISSIONERS
- CLACKAMAS CO COURTHOUSE
- OREGON CITY OR 97045
-

ATTN JOHN MC INTYRE, DPW

325.00 29,730.48
503-2520-206-00-000 29,730.48
503-2520-297-00-000 (29,730.48)

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING			
R/W PORTION OF S TIGARD INCH-BOONES FERRY RD SECTION.			
KRUSE WAY - FAS 943			
PROJECT NO. SU-TQS-592(L)			
COUNTY SHARE OF R/W COSTS 65,752.44			
LESS COUNTY ADVANCE DEPOSIT (36,021.96)			
TOTAL			29,730.48

110.00

8261

Form 734-1191 (Rev. 5/77)

A

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-30-81	CC 2079	

CREDIT DISTRIBUTION
503-2520-297

BILL TO: Code:

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045
Attn: John McIntyre, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: R/W Portion of S. Tigard Interchange - Boones Ferry Road Section. Kruse Way FAS 943 Project No. SU-TQS-592(1)			
County Share of R/W Costs			$65,752.44
Less County Advance Deposit			36,021.96
			$29,730.48
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 36,021.96
Advance Deposit Previously Transferred to Highway Fund	$ 22,700.00
Balance	$ 13,321.96
Transfer to Highway Fund	$ 13,321.96
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1495

Amount Due . . . . . $ 29,730.48

Submitted by:
Harold Reynolds
Harold Reynoldson

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

8261

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-30-81

County CLACKAMAS **Contract No.** 8494 **Date Completed** _____

FAS 943 **Section** S. Tigard Interchange-S.W. Boones Ferry Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
R/W Purchased	(Federal Participation)	$350,541.00
Acquisition Expense		
State		$ 9,238.73
County		33,397.51
Audit		149.67
		$393,326.91
R/W	(Non Participation)	$ 2,249.00
Acquisition Expense (Legal Fees)		35,577.23
		$ 37,826.23
Total R/W Costs		$431,153.14
Federal Funds Collected		337,474.49 ✓

County Share of Costs
1/2 ($393,326.91 - $337,474.49) + $37,826.23 = $65,752.44

County Share R/W Costs	$65,752.44
Less Advance Deposit	36,021.96
AMOUNT DUE STATE	$29,730.48

Reference: Billing Form CC 2079

31-734-1068

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Oregon State Highway Division
in Care of Ledger & Revenue

.....

ce No. .....

No. .....

Crew No. _____

nova funds paid by Clackamas County on SU-592(1) to an Advance Deposit. The ty was billed for cost inadvertently and paid the $6,321.96. This amount was lied to the project profit as a direct credit resulting in a reduction of expenditure Moving these dollars to advance deposit shall cover the counties share of Non-ticipating cost that they are responsible for.

W. E. Skaug
Designated authority

03-2520-418-632-1P
$ 6,321.96

11-19-80
as

FORM 61-734-1502 (4/77)

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY
Reference CLACK A.C (1-11)
Invoice No. 01032 (12-17)

Depositor Clackamas County Board of Commissioners (27-58)

Amount 36,021.96 (59-67) Increase of $6,321.96

Date of Deposit 12-9-80 (18-23)

Sort Key LPU (24-26)

Project Name or Purpose R&W Portion of S. Tigard Interchge-Boones Ferry Rd Sect (18-49)

Contract No. ____ (50-53)

Agreement No. 4467 (54-58)

Prefixes 503-2520 (59-65) - ____ (66-72) - ____ (73-79)

Federal Aid Project, Right of Way File, or Other ID No. SU-592(1) (18-37)

Section Responsible for Monitoring Project ____ (38-52)

Section Responsible for Billing Project P.M. (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date 5-31-80 (69-74)

REMARKS: ____

Region ____ District ____

Section ____ Submitted by ____ Date ____

Received in Accounting by JP Date 12-9-80

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Tigard Intchge.-Boones Ferry Rd. Clackamas County					
	Type Code R.O.W.					
	Right-of-Way (Sta. 483+91 To Sta. 552+71.13)					
	Right-of-Way	All Required			$350,541.00	
	Acquisition Expense					
	State	All Required			9,238.73	
	Work Performed by Clackamas County	All Required			33,397.51	
	Total Participating Acquisition				$ 42,636.24	
	Misc. Project Cost					
	Audit Expense	All Required			$ 149.67	
	Total Participating Cost				$393,326.91	
	Nonparticipating Items					
	Right-of-Way	All Required			$ 2,249.00	
	Acquisition Expense	All Required			35,565.75	
	Total Nonparticipating Cost				$ 37,814.75	
	TOTAL COST				$431,141.66	

Participating costs are for R.O.W. actually incorporated in the final project and all costs have been previously certified by the R.O.W. Engineer.

Prepared based on Participating costs as shown on Federal Billing as of 11/30/80.

AMOUNT CARRIED FORWARD . . . . .

GP O 944 892

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

(For use of Paying Office)

VOUCHER PERIOD
FROM 5-23-75
TO 5-31-80

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
SU-TQS-592(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
SU	$249,028.79	$211,214.04	85.80%	$181,221.65	$181,221.65	$ 0.00
TQ	182,112.87	182,112.87	85.80%	156,252.84	156,252.84	0.00
	$431,141.66	$393,326.91	85.80%	$337,474.49	$337,474.49	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 11/24/80

PASSED FOR PAYMENT
By V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 6-78)

PREVIOUS EDITIONS ARE OBSOLETE

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STA. VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 6/2/75
TO 11/1/79

☐ OTHER PROGRESS
1 Past

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
SU-592(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 24,828.14	$ 24,596.74	85.80%	$ 21,103.14	$ 21,103.14	$ 0.00
1,186,635.36	1,171,260.39	85.80%	1,004,941.41	1,004,941.41	0.00
67,849.17	67,630.61	85.80%	58,026.98	58,026.98	0.00
$1,279,312.67	$1,263,486.64	85.80%	$1,084,071.53	$1,084,071.53	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 11/12/80

PASSED FOR PAYMENT
BY V. E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Tigard Intchge.-Boones Ferry Rd. Section					
	Clackamas County					
	Construction					
	Type Code Y003 - Contract #8494					
	Roadside Improvement (Sta. 483+91 To Sta. 552+71.13)					
	Final Contract Payment Summary		Lump Sum		$ 58,591.52	
SFO #1	Install Water Meter-City of Lake Oswego		All Required		1,530.00	
	Total Type Code Y003				$ 60,121.52	
	Type Code 6204 - Contract #8261					
	Roadway (Sta. 483+91 To Sta. 552+71.13)					
	Final Contract Payment Summary		Lump Sum		$1,023,485.96	
SFO #1	Stage Construction Striping-State		All Required		4,806.79	
SFO #2	Permanent Pavement Striping-State		All Required		4,568.11	
SFO #3	Signal Controller Testing-State		All Required		2,350.35	
SFO #4	Poles from Salem Stock-State		All Required		220.95	
SFO #5	Pedestrian Crossing Barriers-Saate		All Required		248.76	
SFO #6	Bikeway Signs-State Forces		All Required		390.72	
SFO #11	Install Safety straps in catch basin grates-State Forces		All Required		581.53	
SFO #13	Traffic Signal Revision-State Forces		All Required		3,206.21	
	Total Type Code 6204				$1,039,859.38	
	Total Construction				$1,099,980.90	
	Construction Engineering					
	State		All Required		$ 163,400.05	
	Type Code Y003 $ 7,352.01					
	Type Code 6204 155,978.91					
	Misc. Project Costs					
	Audit - Type Code Y003		All Required		$ 54.98	
	EEO		All Required		50.71	
	Type Code Y003 $ 32.87					
	Type Code 6204 17.84					
	Total Participating Costs				$1,263,486.64	
	Nonparticipating Items					
SFO #9	Furnish & Install Spped Signs-State Forces		All Required		$ 594.67	
SFO #12	Credit Project for Surplus Materials		All Required		(1,518.55) cr	
	Final Contract Payment Summary-Cont. #8261		Lump Sum		8,490.55	
	Interest on Final Contract Payment		All Required		206.42	
	Cont. #8261 $165.08					
	Cont. #8494 41.34					
	Construction Engineering State		All Required		8,052.94	
	Total Nonparticipating Costs				$ 15,826.03	
	TOTAL PROJECT COST				$1,279,312.67	

Prepared based on participating costs as shown on Federal Billing as of 10/23/80.

AMOUNT CARRIED FORWARD . . . . .

GPO 944 892

S TIGARD INT-BOONE FERRY RD	CONT NO		FA PROJ NOS	S	592001 100 TQS 592001		STATE
	503	2520	296	00 N 9		30,900.48CR	337,474.49CR
	503	2520	298	00 N 9		30,900.48	337,474.49
	503	2520	401	00 P 1		42,608.73	158,810.09
	503	2520	401	00 P 2		42,608.73CR	175,700.51
	503	2520	401	00 N 1			2,[illegible].00
	503	2520	405	00 P 1			15,8[illegible].13
	503	2520	407	00 P 1			11,40[illegible].13
	503	2520	409	00 P 1			5.40
	503	2520	412	00 P 1			360.00
	503	2520	413	00 P 1			990.61
	503	2520	414	00 P 1			4,122.61
	503	2520	418	00 P 1			6,321.96CR

TOTAL TO DATE JOB COST SUMMARY

MARCH 1981 PAGE 1060

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	503	2520	418	00 P 2		6,321.96	6,321.96
	503	2520	426	00 P 1			25,020.39
	503	2520	426	00 N 1			35,565.75
	503	2520	915	00 P 1			149.67
	503	2520	920	00 P 1			149.81
	503	2520	920	00 N 1		11.48	11.48
	503	2520	930	00 P 1			566.09
			TOT	P1		42,608.73	211,214.04
			TOT	P2		36,286.77CR	182,112.87
			TOT	N1		11.48	37,826.23
			** JOB TOTALS **		**	6,333.44 **	431,153.14 **

MOLLALA RV GOODS BR CANBY RD	CONT NO		FA PROJ NOS	RS	882001 100		STATE
	503	2523	296	00 N 9	32.27CR	1,091.65CR	7,420.22CR
	503	2523	298	00 N 9	32.27	1,091.65	7,420.22
	503	2523	401	00 P 1			4,200.00
	503	2523	403	00 P 1			500.00
	503	2523	407	00 P 1			2,324.92
	503	2523	409	00 P 1			338.96
	503	2523	411	00 P 1	.60	.60	.60
	503	2523	412	00 P 1		20.64	158.04
	503	2523	414	00 P 1		115.28	267.60
	503	2523	414	02 P 1			13.91
	503	2523	426	00 P 1	1,495.88	2,685.00	2,818.70
	503	2523	426	00 N 1		425.88	425.88
	503	2523	920	00 P 1		14.64	28.71
	503	2523	930	00 P 1	9.83	9.83	223.59
			TOT	P1	1,506.31	2,845.99	10,955.03
						[illegible]	425.88

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
5-8-80	CC 2043	

BILL TO: Code:

Clackamas County
Department of Environmental Services
902 Abernathy Road
Oregon City, Oregon 97045

Attn: Mr. John McIntrye - Director

CREDIT DISTRIBUTION

503-1996-297 (Arch. Inv.)
134-1070-297 (Construction)
503-1065-297 (Road side)

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: S. Tigard Interchange - Boones Ferry Road Section Kruse Way FAS 592 SU-592(2)&(3) County Advance Deposit $115,000.00 County share of Project Cost 105,946.36 REFUND DUE COUNTY $ 9,053.64 (Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 115,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 94,000.00
Balance	$ 21,000.00
Transfer to Highway Fund	$ 11,946.36
Refund Due	$ 9,053.64
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1606, CC 1726

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 5-8-80

County Clackamas **Contract No.** 8261 8494 **Date Completed** 12-31-77 - -78

FAS 943 (FAU 9458) **Section** S. Tigard Interchange - Boones Ferry Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Roadway Contract Construction Costs		$1,039,859.38
Roadside Improvements Construction Costs		$ 60,121.52
Construction Engineering Costs		$ 163,330.92
Audit		54.98
EEO Costs		50.71
Archeological Investigation		840.81
Total Participating Costs		$1,264,258.32
Non Participating Items		
Speed Signs		$ 594.67
Final Construction payment		8,490.55
Interest paid to contractor		206.42
Construction Engineering		7,975.73
Credit for surplus materials		- 1,518.55
Archeological Investigation		403.24
Total Non Participating Costs		$ 16,152.06
Total Construction Costs		$1,280,335.10
Federal Funds Collected		
Construction	$1,084,012.21	
Archeological Inv.	657.51	
		$1,084,669.72

County's share is as follows:

1/2($1,264,258.32 0 $1,084,669.72) + $16,152.06 = $105,946.36

County's Advance Deposit	$115,000.00
Less Share of Construction Costs	105,946.36
REFUND DUE COUNTY	$ 9,053.64

Reference: Billing Form CC 2043

8211

2B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CORRECTED COPY

DATE: August 20, 1979

In Reply Refer to File No.:

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Claim Settlement
S. Tigard Int.-Boones Ferry Rd.
Kruse Way - FAS 943
Washington and Clackamas Counties
Contract No. 8261

The subject project was awarded to Kearney Bros. Construction Company on July 17, 1975, and work commenced July 30, 1975. A court injunction later shut down the project, at which time the contractor was issued a stop work order effective August 5, 1975.

On August 18, 1975, the contractor was requested to resume limited work in order to install right-of-way fencing. This was the only work allowed at this time. A judge's ruling later lifted a portion of the work restrictions and the resident engineer then rescinded the stop work order.

The contractor was allowed to re-start work on September 2, 1975 in that portion of the area that lies westerly of the Carmen Drive right-of-way, or, from the beginning of the project to Station 529. The workday count resumed at this time. The remaining work area was opened to the contractor effective September 11, 1975.

On September 15, 1975, a meeting was held to discuss the impacts of the delay. The meeting resulted in the contractor's letter, dated September 17, 1975, which expressed concern over additional cost incurred and available funds for payment of these costs. The region responded to this letter on October 14, 1975, and assured the contractor he would be reimbursed for any delay costs which have been substantiated, are well documented and approved by the engineer. It also asked that a claim item be submitted as soon as identified and independent of future events. The legal basis of the claim is valid and is covered by ORS 279.324, ORS 279.326 and ORS 279.328.

A three-part claim request was submitted by the contractor with documentation citing incorrect or insufficient amounts in the Final Estimate.

The findings for each claim item are summarized on the attached "Claim Evaluation Summary." Considerations in evaluating each item included the following:

1. The contractor was stopped from working during the peak of the 1975 construction season for a period unknown at the time of the stoppage; and,

2. The schedule submitted by the contractor anticipated substantial completion of the contract at the end of the first year (1975). The project ended up going through the next year (1976), and was finally completed on March 9, 1977.

The contractor submitted a claim in the amount of $272,183. After review and evaluation of the validity of the claim, a settlement of $130,000 has been agreed to by the contractor. Your approval of the claim settlement in the amount of $130,000 is recommended.

This is a federal-aid project and FHWA concurrence and participation has been obtained. Clackamas County participated in the match funds for a portion of this project and they concur in the settlement and their additional cost of $10,741.

The original project authorization of $1,783,047 will be exceeded by $171,600, or 9.6 percent, due to this claim settlement and other minor project overruns. Your approval is requested to increase the project authorization for this contract to a new total of $1,954,647.

This matter will be on the agenda for the August 21, 1979 Commission meeting.

Att.

OBJ:fr ia

bc F. B. Klaboe
C. W. Head
L. W. Rulien
C. T. Keasey
E. L. Hardt
D. H. Moehring
V. E. Skoog
J. L. Sollis
George Bell

TO:

FROM:

FORM 81-734.303

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 20, 1979

FILE: CON 5 #8261

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Claim Settlement
S.W. 72nd Ave.-S.W. Boones Ferry Rd.
Contract No. 8261

TO: H. S. Coulter
State Highway Engineer

Contrary to previous data furnished, the $130,000.00 claim settlement will result in a project overrun of $171,600.00 or 9.6 percent. The project funds authorized and obligated are as follows:

Item	Authorized	Actual
Contract Amount	$1,380,990	$1,380,989
Anticipated Items	11,377	20,710
Contingencies	147,045	154,748
Claim settlement		130,000
Engineering	243,635	268,200
Project Cost	$1,783,047	$1,954,647

OBJ:fr

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 10, 1979

In Reply Refer to File No.:

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Claim Settlement
S. Tigard Int.-Boones Ferry Rd.
Kruse Way - FAS 943
Washington and Clackamas Counties
Contract No. 8261

The subject project was awarded to Kearney Bros. Construction Company on July 17, 1975, and work commenced July 30, 1975. A court injunction later shut down the project, at which time the contractor was issued a stop work order effective August 5, 1975.

On August 18, 1975, the contractor was requested to resume limited work in order to install right-of-way fencing. This was the only work allowed at this time. A judge's ruling later lifted a portion of the work restrictions and the resident engineer then rescinded the stop work order.

The contractor was allowed to re-start work on September 2, 1975 in that portion of the area that lies westerly of the Carmen Drive right-of-way, or, from the beginning of the project to Station 529. The workday count resumed at this time. The remaining work area was opened to the contractor effective September 11, 1975.

On September 15, 1975, a meeting was held to discuss the impacts of the delay. The meeting resulted in the contractor's letter, dated September 17, 1975, which expressed concern over additional cost incurred and available funds for payment of these costs. The region responded to this letter on October 14, 1975, and assured the contractor he would be reimbursed for any delay costs which have been substantiated, are well documented and approved by the engineer. It also asked that a claim item be submitted as soon as identified and independent of future events. The legal basis of the claim is valid and is covered by ORS 279.324, ORS 279.326 and ORS 279.328.

Form 734-3122

A three-part claim request was submitted by the contractor with documentation citing incorrect or insufficient amounts in the Final Estimate.

The findings for each claim item are summarized on the attached "Claim Evaluation Summary." Considerations in evaluating each item included the following:

1. The contractor was stopped from working during the peak of the 1975 construction season for a period unknown at the time of the stoppage; and,

2. The schedule submitted by the contractor anticipated substantial completion of the contract at the end of the first year (1975). The project ended up going through the next year (1976), and was finally completed on March 9, 1977.

This is a federal-aid project and FHWA concurrence and participation has been obtained. Clackamas County participated in the match funds for a portion of this project and they concur in the settlement and their additional cost of $10,741.

The project overrun will not exceed 5 percent, and your approval to settle on this basis is recommended.

This matter will be on the Consent Calendar for your August 21 meeting.

Att.

OBJ:fr ia

bc F. B. Klaboe
C. W. Head
L. W. Rulien
C. T. Keasey
E. L. Hardt
D. H. Moehring
V. E. Skoog
J. L. Sollis
George Bell

S. [illegible]ard Int.-Boones Ferry Rd.
Contract No. 8261
7-30-79

CLAIM EVALUATION SUMMARY

		Claimed Amount	Settlement Amount
Claim 1:	Cost and expenses incurred due to suspension of work.		
Item 1 -	Idle Equipment Costs.	$175,415.69	$ 65,000.00
	For the period of August 5 to September 11, 1975 when work was suspended. The "standby" rental rate was used to determine the cost of idle equipment. The contractor's claimed amount was based on incorrect rental rates.		
Item 2 -	Material Cost Increase, CTB Cement.	9,040.15	9,040.00
	The contractor's quote on a cement price was good until 1/1/76. The supplier's costs increased by $5.20 per ton (12.9%) and was passed on to the contractor.		
Item 3 -	Additional Clearing Costs.	6,961.23	5,215.00
	A special piece of equipment called a Hydro Axe Mulcher was scheduled to do the clearing. This equipment, being owner-operated, left the project for other work when the delay occurred and was unable to be rescheduled when work resumed. The contractor incurred additional clearing and hauling costs because of the loss of this special equipment. The claimed amount was based on incorrect equipment rates and excessive hours.		
Item 4 -	Pay Increases (F. H. McEwen - Subcontractor).	3,924.34	3,925.00
	Labor rates increased during 1976. CTB work scheduled for October 1975 could not be performed until July 1976. The subcontractor's labor costs increased as a result.		
Item 5 -	Conversion of Lime Spreading Machine.	3,345.47	3,345.00
	The contractor's supplier was unable to supply lime in 1976 due to a material shortage. Cottrell flour was approved for use. Conversions were necessary to facilitate spreading of this material. It is not possible to verify the hours and/or labor rates, however, added costs were incurred.		

Claim Evaluation Summary
Contract No. 8261
Page 2

		Claimed Amount	Settlement Amount
Item 6 -	Increased Payroll Taxes.	$ 1,982.21	$ 1,983.00
	Payroll tax rates increased during the life of the project due to the extended work period. Had the contractor been able to complete the work as scheduled, these additional costs would not have been incurred. The claim does not include sub-contractors' work.		
Item 7 -	Excavation and Grading Delays.	3,448.63	2,785.00
	Due to the loss of the Hydro Axe Mulcher and debris hauling trucks, the contractor had to pile the debris until trucks could be rescheduled. The stockpiled debris limited the contractor to a single haul road preventing him from excavating at capacity. This was during the period September 15 thru 18. By the contractor's analysis, 12.7 hours were lost. Corrections were made in the rates.		
Item 8 -	Excavation and Grading Delay.	6,975.00	4,717.00
	When the debris hauling trucks were finally rescheduled on September 22, the excavation operation was already in progress. Excavation was impeded by the debris trucks and equipment attempting to use the same haul road. It is estimated that there was a 25% loss of production during this time. Ownership rates times the estimated hours lost equals the proposed settlement amount.		
Item 9 -	Sub-Excavation, CT Line.	17,413.78	7,935.00
	Wetter weather and cooler temperatures in 1976 caused water conditions in the subgrade that were not there in 1975. The soft spots had to be removed which required a drag line, as conventional methods would not work. The amount of material removed and paid under the Bid Item ($9,480) is deducted from the claim amount.		
Item 10 -	Record Keeping and Clerical.	3,274.57	-0-
	Costs for preparing this claim have been requested by the contractor. This is considered part of the contractor's normal cost of doing business figured in as overhead and profit, and is covered in the 20% overhead and profit figure in claim settlement amounts.		
Claim II:	Delays and cost due to obtaining permit.		
Item 1 -	Cost in Obtaining Permission to Cut Trees.	233.36	233.00
	Upon application for a permit, the planning commission gave notice and granted a hearing. The		

		Claimed Amount	Settlement Amount
	contractor was not informed, nor did he anticipate these procedures. State officials later assumed responsibility for getting the permit, but it was after the contractor incurred these additional expenses.		
Claim III:	Miscellaneous Claims related to contract work.		
Item 1 -	Lower Grade.	$ 6,140.79	$ 5,165.00
	After excavation was made to subgrade, the contractor was required to come back and perform additional work due to a grade revision. This involved moving stockpiled topsoil, performing necessary cuts and recutting the slopes. This should have been paid for as "extra work" during the project. The contractor should be paid the claim amount less what was paid as general excavation.		
Item 2 -	Modify Manhole.	163.42	162.00
	A manhole elevation was lowered requiring salvage of a cone and transporting it to a State yard, and the purchase and installation of a new lid. This also should have been paid as "extra work" during the project.		
Item 3 -	Idle Equipment Costs.	20,010.48	-0-
	The contractor was issued a stop work order until redesign work could be completed which would correct subgrade defects. The contractor asks for the cost of his idle equipment while under shutdown. The contractor's only recourse as stated in our Standard Specifications is one of time. For this reason, the claim is denied.		
Item 4 -	Additional Cost due to light pole conflicts.	2,875.49	2,875.00 (I)
	Two illumination poles were installed under an adjacent contract. The contractor was required to work around them. The contractor asks for delay costs resulting from the inefficiency of his operation due to the poles.		
Item 5 -	Idle Time, Lime Spreading Equipment.	10,978.11	6,000.00 (All)
	The contractor asks for idle equipment time while awaiting approval to use Cottrell flour in lieu of lime. Lime could not be obtained due to a shortage.		
		$272,182.72	$118,380.00
	Interest (Non-Participating)		11,620.00
	Total:	$272,182.72	$130,000.00

8261

August 28, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $130,000 will be made to Kearney Bros. Construction Co., on Contract No. 8261 for work on S. W. 72nd Avenue Interchange-S.W. Boones Ferry Road Section of the Beaverton-Tigard and Pacific Highways in Washington and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $1,663,104.59 including the post-final payment. Of the total $21,059.04 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc Kearney Bros. Construction Co.
18055 S. W. Lower Boones Ferry Road
Tualatin, OR 97060

C. T. Keasey
Walt Hart
Ed Hardt

8261 STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-138		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Washington
MODIFICATION NUMBER 5	8-21-79	Project Number I-5-5(66)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 557,131	$ 592,023
Federal funds	$ 514,120	$ 546,318
Other revisions		

This modification is made for the following reasons:

To include approved final contract claim settlement and decrease in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of August ,19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, OR August 10, 1979

Federal Aid Project
No. I-5-5(66)293

South Tigard Interchange Section
Pacific Hwy. in Washington &
Clackamas Counties

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. LS 97+41.88)

Subtotal on Previous estimate of August 4, 1977		$484,462.26
Additional Approved Item		
PA Final Contract Claim Settlement	Lump Sum (31%)	$ 36,698.00
	Subtotal	$521,160.26
	Engineering	69,262.74
	Engineering (Signal Controller Testing)	1,600.00
	Total	$592,023.00

Length of Project. . . . . 0.0 mile

Federal Funds (92.28%)	$546,318.00
State Funds	45,705.00
Total	$592,023.00

Contract No. 8261
Prefix 134-1070
Group 2 - 31%

8261

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-67		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Washington
MODIFICATION NUMBER 4	5-9-77	Project Number I-5-5(66)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 520,429	$ 557,131
Federal funds	$ 480,251	$ 514,120
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work. No change in present additional funds of $28,976.80 under PL94-30

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August , 19 77 .

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By [signature]

acting
State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon August 4, 1977

Federal Aid Project
No. I-5-5(66)293

South Tigard Interchange Section
Pacific Hwy. In Washington & Clackamas Counties

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. LS 97+41.88)

Subtotal on previous estimate of February 14, 1977			$464,668.26
Additional Approved Items			
SF010 Modify Signal Controller	All Required		580.00
PA11 Asphalt Treated Base Mix	1,623 Ton	8.00	12,984.00
PA11 Cement In Asphalt Treated Base Mix	89 Ton	70.00	6,230.00
			$ 19,794.00
	Subtotal		$484,462.26
	Engineering		71,068.74
	Engineering (Signal Controller Testing)		1,600.00
	Total		$557,131.00

Length of Project - - - - - - 0.0 mile

Federal Funds	$514,120.00
State Funds	43,011.00
Total	$557,131.00

Group 2 - 31%
Contract No. 8261
Prefix 134-1070

8.2.1

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-103		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Washington
MODIFICATION NUMBER 3		Project Number I-5-5(66)293

MOD. #2 - SEE LETTER 12-16-76. ACC'T'D

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 469,173	$ 520,429
Federal funds	$ 432,952	$ 480,251
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work. No change in present additional funds of $28,976.30 under PL 94-30.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon February 14, 1977

Federal Aid Project
No. I-5-5(66)293

SOUTH TIGARD INTERCHANGE SECTION

PACIFIC HIGHWAY IN WASHINGTON AND CLACKAMAS COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadeway (Sta. "LS" 97+41.88)

Subtotal on previous estimate of July 18, 1975			$426,521.80
Additional Approved Items			
PA 7 Install 84-inch CMP	Lump Sum		13,431.50
PA 10 8-inch Perforated Drain Pipe	941 lin.ft.	6.45	6,069.45
EWO 5 Stabilize Subgrade	All Required		18,645.51
	Increase		$ 38,146.46
	Subtotal		$464,668.26
	Engineering		54,160.74
	Engineering (Signal Controller Testing)		1,600.00
	TOTAL		$520,429.00

Length of Project- - - - - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - - - - -	$480,251.00
State Funds - - - - - - - - - - - - - - - - - -	40,178.00
TOTAL	$520,429.00

Group 2 - 31%
Contract No. 8261
Prefix: 134-1070

8261.10

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 5-175		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Clackamas & Washington
MODIFICATION NUMBER: 1	5-13-76 STATE COPY	Project Number: I-5-5(66)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 469,173	$ 469,173
Federal funds	$ 432,952	$ 469,173
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed July 25, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 36,221."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Conner
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

826 STATE COPY 13

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-101	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-25-75	Form Approved; O.M.B. No. 04-R2089 STATE: OREGON COUNTY: Washington & Clackamas PROJECT NO.: I-5-5(66)293

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, South Tigard Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	6-4-75	0.00

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 469,173	$ 432,952

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS, AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 18, 1975

Federal-aid Project
No. I-5-5(66)293

SOUTH TIGARD INTERCHANGE SECTION
PACIFIC HIGHWAY
WASHINGTON AND CLACKAMAS COUNTIES

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. "LS" 97+41.88)

Mobilization	All Required (27%)		$ 20,250.00
Temporary Protection and Direction of Traffic	All Required (85%)		3,485.00
Temporary Signs	500 sq.ft.	6.00	3,000.00
Temporary Barricade, Type 3	6 only	150.00	900.00
Temporary Continuous Rail Traffic Barrier	850 lin.ft.	6.00	5,100.00
Temporary Plastic Safety Markers	15 only	60.00	900.00
Flagmen	900 hour	12.00	10,800.00
Clearing and Grubbing	All Required (15%)		11,496.75
Removal of Structures and Obstructions	All Required (90%)		900.00
General Excavation	36,000 cu.yd.	1.00	36,000.00
Extra for Selected Topsoil Material	720 cu.yd.	2.00	1,440.00
Overhaul	2,550 C-yd. Sta.	0.20	510.00
Trench Excavation	500 cu.yd.	6.00	3,000.00
Finishing Roadbed and Slopes	All Required (30%)		3,000.00
Obliteration of Roadway	2,500 sq.yd.	1.00	2,500.00
Watering	200 M-gal.	5.00	1,000.00
1" - 0 Aggregate Base	400 ton	4.35	1,740.00
Aggregate Shoulders	1,900 ton	4.35	8,265.00
Lime Treated Subgrade	20,000 sq.yd.	0.70	14,000.00
Lime for Treated Subgrade	225 ton	46.00	10,350.00
Cement Treated Base Mixture	7,800 ton	4.35	33,930.00
Portland Cement in CTB Mixture	430 ton	50.00	21,500.00
Asphalt in Seal	20 ton	150.00	3,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,900 ton	11.00	42,900.00
Asphalt Cement in Mixture	250 ton	85.00	21,250.00
Asphalt in Tack Coat	1.5 ton	150.00	225.00
12-inch Culvert Pipe	206 lin.ft.	6.35	1,308.10
18-inch Culvert Pipe	140 lin.ft.	8.25	1,155.00
36-inch Culvert Pipe	210 lin.ft.	23.10	4,851.00
12-inch Sewer Pipe	468 lin.ft.	7.50	3,510.00
15-inch Sewer Pipe	136 lin.ft.	11.00	1,496.00
Concrete Manholes	2 only	950.00	1,900.00
Concrete Inlets, Type "CG-1"	4 only	333.00	1,332.00
Concrete Inlets, Type "G-1"	3 only	298.00	894.00
Concrete Inlets, Type "G-2MA"	3 only	441.00	1,323.00

6-inch Drain Pipe	300 lin.ft.	4.30	$ 1,290.00
Special Filter Material for Drains	30 cu.yd.	11.50	345.00
Guard Rail, Type 2A	1,175 lin.ft.	8.50	9,987.50
Guard Rail, Type 3	100 lin.ft.	15.00	1,500.00
Guard Rail Anchors, Type 1	4 only	300.00	1,200.00
Guard Rail Anchors, Type 2	2 only	350.00	700.00
Extra for Guard Rail Bridge Connections	4 only	300.00	1,200.00
Rail End Pieces, Type A	1 only	25.00	25.00
Rail End Pieces, Type C	4 only	200.00	800.00
CL-6 Chain Link Fence	1,650 lin.ft.	7.00	11,550.00
Concrete Curbs	10 cu.yd.	75.00	750.00
Concrete Islands	90 lin.ft.	94.00	8,460.00
Paved Culvert End Slopes	60 sq.ft.	1.00	60.00
Guide Posts	60 only	12.00	720.00
Guide Posts, Flexible	18 only	20.00	360.00
Roadside Seeding and Mulching	19 acre	400.00	7,600.00
Signing			
Removal of Existing Sign Installations	All Required (25%)		150.00
Painted Wood Sign Posts	All Required (91%)		910.00
Sign Support Footings	All Required (29%)		4,799.50
Breakaway Sign Posts	All Required (53%)		7,136.45
Single Sign Support	All Required (82%)		10,004.00
Cantilever Sign Structure at Sta. "L2" 478+50 Rt.	All Required		12,350.00
Type "A" Signs in Place	926 sq.ft.	11.00	10,186.00
Type "C", "D" and "R" Signs in Place	68 sq.ft.	6.50	442.00
Type "F", "G" and "M" Signs in Place	28 sq.ft.	6.50	182.00
Type "EE" and "EEE" Signs in Place	34 sq.ft.	9.00	306.00
Move and Modify Existing Signs	All Required (15%)		142.50
Sign Illumination Equipment	All Required (6%)		255.00
Traffic Signals			
Traffic Signal Installation, Complete	All Required (55%)		52,800.00
			$425,421.80
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (20%)		$ 200.00
Stage Construction Striping (S.F.)	All Required (20%)		100.00
Temporary Erosion Control (E.W.)	All Required (3%)		200.00
On-the-Job Trainees (3 @ $800) (E.W.)	All Required (25%)		600.00
			$ 1,100.00

Subtotal	$426,521.80
Engineering	41,051.20
Engineering (Signal Controller Testing)	1,600.00
Total	$469,173.00

Length of Project - - - - 0.00 mile

Federal Funds - - - -

S.W. 72ND AVE.-S.W. BOONES FERRY
Nonparticipating - State Work

State Responsibility for Damages	All Required (20%)	$ 200.00

4261

STATE COPY 2

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-110
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-17-77

Form Approved; O M B No. 04-R2089

State	Oregon
County	Washington
Project Number	US-466(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 138,062	$ 148,716
Federal funds	$ 118,457	$ 127,598
Other revisions		

This modification is made for the following reasons:

To include approved final contract claim settlement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of August, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. H. Stuelpnagel

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen file

Oregon State Highway Division
Salem, Oregon August 9, 1979

Federal Aid Project
No. US-466(13)

S.W. 72nd Ave. Interch.-S. Tigard Interch.
Beaverton-Tigard Hwy. In Washington County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 448+00 to Sta. 471+50)

Subtotal on Previous estimate of July 18, 1975		$125,511.05
Additional Approved Item		
P.A. Final Contract Claim Settlement	Lump Sum (9%)	10,654.00
	Subtotal	$136,165.05
	Engineering	12,550.95
	Total	$148,716.00

Length of Project - - - - - 0.445 mile
Cost of Roadway per mile- - $325,038.20

Federal Funds (85.8%) - - - - -

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-66+67		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 2		Project Number US-466(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 138,062	$ 138,062
Federal funds	$ 107,950	$ 118,457
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $19,605.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Oregon State Highway Division
Salem, Oregon, October 11, 1976

Federal-Aid Project
No. US-466(13)

S.W. 72nd Ave. Int. - S. Tigard Interchange
Beaverton-Tigard Highway In Washington County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 448+00 to Sta. 471+50)

Total same as previous estimate of July 18, 1975 $ 138,062.00

Length of Project 0.445 miles
Cost of Roadway per mile $310,251.68

*Federal Funds	$ 118,457.00
State Funds	19,605.00
TOTAL	$ 138,062.00

Group 3-9%

Contract No. 8261

Prefix 134-1070

*Increase federal aid pro rata to 85.8%

8261

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-105		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 1	OFFICIAL COPY	Project Number US-466(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 25, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$138,062	$ 138,062
Federal funds	$107,950	$ 138,062
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed July 25, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 30,112."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W L Lund
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8261

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-1	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-25-75	STATE OREGON COUNTY Washington PROJECT NO. US-466(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217, Jct. I-5 to N.W. 0.45 mile.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-75	0.445
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 138,062	$ 107,950

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

All Required (75%)
All Required (9%)
All Required (40%)
All Required (2%)
284 sq.ft.

0.00

,400.00
50.00
1,330.00
120.00
200.00

450.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 18, 1975

Federal-Aid Project
No. US-466(13)

S.W. 72ND AVE. INT.-S. TIGARD INTERCHANGE
BEAVERTON TIGARD HIGHWAY
WASHINGTON COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 448+00 to Sta. 471+50)

Mobilization	All Required (5%)		$ 3,750.00
Temporary Protection and Direction of Traffic	All Required (5%)		205.00
Temporary Signs	100 sq.ft.	6.00	600.00
Flagmen	100 hour	12.00	1,200.00
Clearing and Grubbing	All Required (5%)		3,832.25
General Excavation	1,000 cu.yd.	1.00	1,000.00
Trench Excavation	110 cu.yd.	6.00	660.00
Finishing Roadbed and Slopes	All Required (5%)		500.00
Watering	30 M-gal.	5.00	150.00
Aggregate Shoulders	1,600 ton	4.35	6,960.00
Lime Treated Subgrade	4,000 sq.yd.	0.70	2,800.00
Lime for Treated Subgrade	45 ton	46.00	2,070.00
Cement Treated Base Mixture	2,000 ton	4.35	8,700.00
Portland Cement in CTB Mixture	110 ton	50.00	5,500.00
Asphalt in Seal	5 ton	150.00	750.00
Class "B" or Class "C" Asphalt Concrete Mixture	900 ton	11.00	9,900.00
Asphalt Cement in Mixture	60 ton	85.00	5,100.00
Asphalt in Tack Coat	0.5 ton	150.00	75.00
12-inch Sewer Pipe	316 lin.ft.	7.50	2,370.00
Concrete Inlets, Type "G-1"	2 only	298.00	596.00
Guard Rail, Type 2A	425 lin.ft.	8.50	3,612.50
Guard Rail Anchors, Type 2	4 only	350.00	1,400.00
Rail End Pieces, Type A	2 only	25.00	50.00
Drainage Curbs	665 lin.ft.	2.00	1,330.00
Guide Posts	10 only	12.00	120.00
Guide Posts, Flexible	10 only	20.00	200.00

Signing			
Removal of Existing Sign	All Required (75%)		450.00
Installation	All Required (9%)		90.00
Painted Wood Sign Posts	All Required (40%)		6,620.00
Sign Support Footings	All Required (2%)		269.30
Breakaway Sign Posts	All Required		46,000.00
Sign Bridge at Sta. "L2" 466+50	All Required		1,100.00
Structure Mounts	284 sq.ft.	11.00	3,124.00
Type "A" Signs in Place			

Type "C", "D" and "R" Signs in Place	26 sq.ft.	6.50	$ 169.00
Type "F", "G" and "M" Signs in Place	4 sq.ft.	6.50	26.00
Move and Modify Existing Signs	All Required (85%)		807.50
Sign Illumination Equipment	All Required (69%)		2,932.50
			$125,019.05

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required (10%)	$ 100.00
Stage Construction Striping (S.F.)	All Required (20%)	100.00
Temporary Erosion Control (E.W.)	All Required (4%)	100.00
On-the-Job Trainee (3 @ $800) (E.W.)	All Required (8%)	192.00
		$ 492.00
	Subtotal	$125,511.05
	Engineering	12,550.95
	Total	$138,062.00

Length of Project - - - - - 0.445 mile
Cost of Roadway per Mile- - $310,251.68

Federal Funds - - - - -

S.W. 72ND AVE.-S.W. BOONES FERRY
Nonparticipating - State Work

State Responsibility for Damages	All Required (10%)	$	100.00

8261

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-109		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 4	1-79	Project Number SU-592(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,221,164.00	$ 1,289,097.00
Federal funds	$ 1,046,731.00	$ 1,106,044.00
Other revisions		

This modification is made for the following reasons:

To include final contract claim settlement and decrease in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of August, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen fill

Oregon State Highway Division
Salem, OR August 10, 1979

Federal Aid Project
No. SU-592(3)

S. Tigard Intchge.-Boones Ferry Rd. Section
County Road in Clackamas County

Revised Project Agreement Estimate

Type Code 6204 Roadway (Sta. 483+91 to Sta. 552+71.13) Subtotal on previous estimate of April 18, 1979		$ 999,539.43
Additional Approved Item PA Final Contract Claim Settlement	Lump Sum (60%)	$ 71,028.00
	Subtotal	$1,070,567.43
	Engineering	145,535.57
	Engineering (Signal Controller Testing)	1,400.00
	Total	$1,217,503.00

Type Code Y003
Roadside Improvement (Sta. 483+91 to Sta. 552+71.13)

Total same as previous estimates of 4-29-77, 9-19-77 & 4-18-79 $ 71,594.00

Length of Project. . . . . 1.303 miles
Cost of Roadway Per Mile $930,928.63

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,217,503.00	$1,044,617.00	$86,443.00	$86,443.00
Roadside Improvement	71,594.00	61,427.00	5,083.00	5,084.00
Total	$1,289,097.00	$1,106,044.00	$91,526.00	$91,527.00

Contract No. 8261
Prefix 134-1070
Group 1 - 58%
Group 8 - 2%

Contract No. 8494
Prefix 503-1065
Group 1 - 100%

8261

State Copy

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-150		State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Clackamas
MODIFICATION NUMBER 3	4-24-17	Project Number: SU-592(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,140,696.00	$ 1,221,164.00
Federal funds	$ 973,890.67	$ 1,046,731.00
Other revisions		

This modification is made for the following reasons:

To include additional approved items and to utilize balance of Secondary funds (Appn. Code 022)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of April ,19 75 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Asst. State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

8261

STATE COPY 9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-146		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 2	9-26-77	Project Number SU-592(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 1,120,220.00	$ 1,140,696.00	.50
Federal funds	$ 956,324.00	$ 973,890.67	.50
Other revisions			.00
			.00
			.00

This modification is made for the following reasons:

To include increase in construction engineering costs and to utilize balance of Secondary funds (APPN Code 022) which is subject to lapse on September 30, 1977.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of September , 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W Gray
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 86717

Oregon State Highway Division
Salem, Oregon September 19, 1977

Federal Aid Project
No. SU-592(3)

S. Tigard Interchange-Boones Ferry Road Section
FAS 943 In Clackamas County

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Subtotal on previous estimate of April 29, 1977	$ 952,023.50
Engineering	115,678.50
Engineering (Signal Controller Testing)	1,400.00
	$1,069,102.00

Type Code Y003
Roadside Improvement (Sta. 483+91 to Sta. 552+71.13)

Total same as previous estimate of April 29, 1977	$ 71,594.00

Length of Project - - - - - - - - 1.303 miles
Cost of Roadway per mile- - - - $820,492.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,069,102.00	$917,288.67	$75,906.66	$75,906.67
Roadside Improvement	71,594.00	56,602.00	7,496.00	7,496.00
Totals	$1,140,696.00	$973,890.67	$83,402.66	$83,402.67

Contract No. 8261
Prefix 134-1070
Group 1-58% Group 8-2%
Contract No. 8494
Prefix 503-1065
Group 1-100%

8261

STATE COPY

TO BE COMPLETED BY FHWA-		
MONTHLY TRANSACTION NUMBER: 5-56	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Clackamas
MODIFICATION NUMBER: 1	5 - [illegible]	Project Number: SU-592(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,223,078	$ 1,120,220
Federal funds	$ 956,324	$ 956,324
Other revisions		

This modification is made for the following reasons:

To include contract prices for second contract and increase federal aid pro rata 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of May, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 29, 1977

Federal Aid Project
No. SU-592(3)

S. TIGARD INTER.-BOONES FERRY RD. SECTION
FAS 943 in Clackamas County

Revised Project Agreement estimate to include Second Contract

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Mobilization	All Required(68%)		$ 51,000.00
Temporary Protection and Direction of Traffic	All Required(10%)		410.00
Temporary Signs	100 Sq. Ft.	6.00	600.00
Temporary Barricades, Type 3	3 Only	150.00	450.00
Temporary Continuous Rail Traffic Barrier	600 Lin. Ft.	6.00	3,600.00
Flagmen	233 Hr.	12.00	2,796.00
Clearing & Grubbing	All Required(80%)		61,316.00
Removal of Structures and Obstructions	All Required(10%)		100.00
Ditch Excavation	1,781 Cu. Yd.	3.00	5,343.00
General Excavation	44,177 Cu. Yd.	1.00	44,177.00
Extra for Selected Topsoil Material	4,034 Cu. Yd.	2.00	8,068.00
Overhaul	2,150 Cu. Yd.-Sta.	0.20	430.00
Trench Excavation	3,648 Cu. Yd.	6.00	21,888.00
Finishing Roadbed & Slopes	All Required (65%)		6,500.00
Obliteration of Roadway	461 Sq. Yd.	1.00	461.00
Watering	479 M. Gal.	5.00	2,395.00
1"-0 Aggregate Base	3,100 Ton	4.35	13,485.00
Aggregate Shoulders	121 Ton	4.35	526.35
Lime Treated Subgrade	52,780 Sq. Yd.	0.70	36,946.00
Lime for Treated Subgrade	560 Ton	46.00	25,760.00
Cement Treated Base Mixture	21,800 Ton	4.35	94,830.00
Portland Cement in CTB Mixture	1,200 Ton	50.00	60,000.00
Asphalt in Seal	59 Ton	150.00	8,850.00
Class "B" or Class "C" Asphalt Concrete Mixture	12,161 Ton	11.00	133,771.00
Asphalt Cement in Mixture	741 Ton	85.00	62,985.00
Asphalt in Tack Coat	4 Ton	150.00	600.00
12-inch Culvert Pipe	187 Lin. Ft.	6.35	1,187.45
18-inch Culvert Pipe	40 Lin. Ft.	8.25	330.00
24-inch Culvert Pipe	286 Lin. Ft.	11.00	3,146.00
30-inch Culvert Pipe	438 Lin. Ft.	14.60	6,394.80
12-inch Sewer Pipe	4,673 Lin. Ft.	7.50	35,047.50
15-inch Sewer Pipe	1,526 Lin. Ft.	11.00	16,786.00
Extra for Pipe under Pavement	48 Lin. Ft.	20.00	960.00
Concrete Manholes	6 Only	950.00	5,700.00
Concrete Inlets, Type "D"	3 Only	341.00	1,023.00
Concrete Inlets, Type "CG-1"	4 Only	333.00	1,023.00

Concrete Inlets, Type "G"	2 Only	291.00	582.00
Concrete Inlets, Type "G-1"	59 Only	298.00	17,582.00
Concrete Inlets, Type G-2 MA	2 Only	441.00	882.00
6-inch Drain Pipe	3,213 Lin. Ft.	4.30	13,815.90
Special Filter Material for Drains	780. Cu. Yd.	11.50	8,970.00
Guardrail, Type 1	113 Lin. Ft.	6.00	678.00
Rail End Pieces, Type "A"	2 Only	25.00	50.00
Rail End Pieces, Type "B"	3 Only	100.00	300.00
CL-6 Chain Link Fence	700 Lin. Ft.	7.00	4,900.00
Concrete Curbs	860 Cu. Yd.	75.00	64,500.00
Concrete Islands	10 Cu. Yd.	94.00	940.00
Extra for Asphalt Approaches	11 Only	100.00	1,100.00
Paved Culvert End Slopes	440 Sq. Ft.	1.00	440.00
Guide Posts	50 Only	12.00	600.00
Roadside Seeding and Mulching	11 Acre	400.00	4,400.00
Furnishing and Planting Shrubs	1,910 Only	5.00	9,550.00
Soil Conditioner	424 Cu. Yd.	7.00	2,968.00
Bark Mulch	57 Unit	75.00	4,275.00
<u>Signing</u>			
Sign Support Footings	All Required(31%)		5,130.50
Breakaway Sign Posts	All Required(45%)		6,059.25
Single Sign Supports	All Required(18%)		2,196.00
Cantilever Sign Structure at Sta. "BFR" 116+40 Rt.	All Required		14,450.00
Special Signal Pole Mount	All Required		2,185.00
Type "A" Signs in Place	1,038 Sq. Ft.	11.00	11,418.00
Type "C" "D" & "R" Signs in Place	24 Sq. Ft.	6.50	156.00
Type "F" "G" & "M" Signs in Place	58 Sq. Ft.	6.50	377.00
Sign Illumination Equipment	All Required(25%)		1,062.50
<u>Traffic Signals</u>			
Traffic Signal Installation, Complete	All Required(45%)		43,200.00
			$ 941,965.50
<u>Anticipated Items</u>			
Permanent Pavement Striping (S.F.)	All Required(70%)		$ 700.00
Stage Construction Striping (S.F.)	All Required(60%)		300.00
Temporary Erosion Control (E.W.)	All Required(88%)		2,200.00
On-the-Job Trainee (3 @ $800) (E.W.)	All Required(67%)		1,608.00
Place Water Pipe in Conduit Sta. 526	All Required		1,500.00
Bike Way Signs	All Required		750.00
Furnish and Plant Trees	All Required		3,000.00
			$ 10,058.00

		Subtotal	$ 952,023.50
		Engineering	95,202.50
		Engineering (Signal Controller Tester)	1,400.00
		TOTAL	$1,048,626.00

Type Code Y003
Roadside Improvement (Sta. 483+91 to Sta. 552+71.13)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	512 Sq. Ft.	6.00	3,072.00
Flagmen	120 Hr.	1.00	120.00
Furnishing and Planting Trees	212 Only	18.00	3,816.00
Furnishing and Planting Shrubs	4,513 Only	3.97	17,916.61
Furnishing and Planting Vines	12,460 Only	0.50	6,230.00
Soil Conditioner	1,005 Cu. Yd.	5.75	5,778.75
Bark Mulch	134 Unit	55.00	7,370.00
Irrigation System	All Required		15,000.00
			$ 60,303.36

Anticipated Items

Furnish Water During Establishment Period	All Required		$ 550.00
Temporary Erosion Control	All Required		100.00
Install Water Meter (2-inch)	All Required		1,575.00
			$ 2,225.00
		Subtotal	$ 62,528.36
		Engineering	9,065.64
		TOTAL	$ 71,594.00

Length of Project 1.303 miles
Cost of Roadway per Mile $804,778.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,048,626	$899,722	$74,452	$74,452
Roadside Improvement	71,594	56,602	7,496	7,496
TOTAL	$1,120,220	$956,324	$81,948	$81,948

Group 1 58%; Group 8 2%
Contract No. 8261
Prefix 134-1070

Group 1 100%
Contract No. 8494
Prefix 503-1065

S. Tigard Int.-Boones Ferry Rd.
Nonparticipating-State work

State Responsibility for Damages	All Required(70%)	$700.00

8261 STATE COPY 75

MONTHLY TRANSACTION NUMBER 7-102	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clackamas
MODIFICATION NUMBER 1		PROJECT NUMBER SU-592(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 9, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,223,078	$ 1,011,756
Federal Funds	$ 956,324	$ 791,092
Other revisions		

This modification is made for the following reasons:

To include contract prices.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, July 18, 1975

Federal-aid Project
No. SU-592(3)

S. TIGARD INTCHGE.-BOONES FERRY RD. SECTION
FAS 943 IN CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Mobilization	All Required (68%)		$ 51,000.00
Temporary Protection and Direction of Traffic	All Required (10%)		410.00
Temporary Signs	100 sq.ft.	6.00	600.00
Temporary Barricades, Type 3	3 only	150.00	450.00
Temporary Continuous Rail Traffic Barrier	600 lin.ft.	6.00	3,600.00
Flagmen	100 hour	12.00	1,200.00
Clearing and Grubbing	All Required (80%)		61,316.00
Removal of Structures and Obstructions	All Required (10%)		100.00
Ditch Excavation	1,350 cu.yd.	3.00	4,050.00
General Excavation	40,000 cu.yd.	1.00	40,000.00
Extra for Selected Topsoil Material	3,840 cu.yd.	2.00	7,680.00
Overhaul	2,150 C-yd.sta.	0.20	430.00
Trench Excavation	3,490 cu.yd.	6.00	20,940.00
Finishing Roadbed and Slopes	All Required (65%)		6,500.00
Obliteration of Roadway	300 sq.yd.	1.00	300.00
Watering	270 M-gal.	5.00	1,350.00
1" - 0 Aggregate Base	3,100 ton	4.35	13,485.00
Aggregate Shoulders	100 ton	4.35	435.00
Lime Treated Subgrade	50,000 sq.yd.	0.70	35,000.00
Lime for Treated Subgrade	560 ton	46.00	25,760.00
Cement Treated Base Mixture	21,800 ton	4.35	94,830.00
Portland Cement in CTB Mixture	1,200 ton	50.00	60,000.00
Asphalt in Seal	57 ton	150.00	8,550.00
Class "B" or Class "C" Asphalt Concrete Mixture	10,100 ton	11.00	111,100.00
Asphalt Cement in Mixture	660 ton	85.00	56,100.00
Asphalt in Tack Coat	4 ton	150.00	600.00
12-inch Culvert Pipe	130 lin.ft.	6.35	825.50
24-inch Culvert Pipe	280 lin.ft.	11.00	3,080.00
30-inch Culvert Pipe	434 lin.ft.	14.60	6,336.40
12-inch Sewer Pipe	4,430 lin.ft.	7.50	33,225.00
15-inch Sewer Pipe	1,331 lin.ft.	11.00	14,641.00
Extra for Pipe Under Pavement	48 lin.ft.	20.00	960.00

Concrete Manholes	6 only	950.00	$ 5,700.00
Concrete Inlets, Type "D"	1 only	341.00	341.00
Concrete Inlets, Type "CG-1"	4 only	333.00	1,332.00
Concrete Inlets, Type "G"	2 only	291.00	582.00
Concrete Inlets, Type "G-1"	50 only	298.00	14,900.00
6-inch Drain Pipe	3,080 lin.ft.	4.30	13,244.00
Special Filter Material for Drains	780 cu.yd.	11.50	8,970.00
Guard Rail, Type 1	113 lin.ft.	6.00	678.00
Rail End Pieces, Type "A"	1 only	25.00	25.00
Rail End Pieces, Type "B"	3 only	100.00	300.00
CL-6 Chain Link Fence	700 lin.ft.	7.00	4,900.00
Concrete Curbs	860 cu.yd.	75.00	64,500.00
Concrete Islands	10 cu.yd.	94.00	940.00
Extra for Asphalt Approaches	8 only	100.00	800.00
Paved Culvert End Slopes	440 sq.ft.	1.00	440.00
Guide Posts	50 only	12.00	600.00
Roadside Seeding and Mulching	8 acre	400.00	3,200.00
Furnishing and Planting Shrubs	1,910 only	5.00	9,550.00
Soil Conditioner	424 cu.yd.	7.00	2,968.00
Bark Mulch	57 unit	75.00	4,275.00
Signing			
Sign Support Footings	All Required (31%)		5,130.50
Breakaway Sign Posts	All Required (45%)		6,059.25
Single Sign Supports	All Required (18%)		2,196.00
Cantilever Sign Structure at Sta. "BFR" 116+40 Rt.	All Required		14,450.00
Special Signal Pole Mount	All Required		2,185.00
Type "A" Signs in Place	1,038 sq.ft.	11.00	11,418.00
Type "C", "D" and "R" Signs in Place	24 sq.ft.	6.50	156.00
Type "F", "G" and "M" Signs in Place	50 sq.ft.	6.50	325.00
Sign Illumination Equipment	All Required (25%)		1,062.50
Traffic Signals			
Traffic Signal Installation, Complete	All Required (45%)		43,200.00
			$ 889,281.15
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (70%)		$ 700.00
Stage Construction Striping (S.F.)	All Required (60%)		300.00
Temporary Erosion Control (E.W.)	All Required (88%)		2,200.00
On-the-Job Trainee (3 @ $800) (E.W.)	All Required (67%)		1,608.00

Place Water Pipe in Conduit, Sta. 526	All Required	$ 1,500.00
Bikeway Signs	All Required	750.00
Furnish and Plant Trees	All Required	3,000.00
		$ 10,058.00
	Subtotal	$ 899,339.15
	Engineering	111,016.85
	Engineering (Signal Controller Testing)	1,400.00
	Total	$1,011,756.00

Length of Project - - - - - - 1.303 Miles
Cost of Roadway Per Mile- - - $776,481.96

Federal Funds -	$ 791,092.00
State Funds -	110,332.00
County Funds- -	110,332.00
Total	$1,011,756.00

Group 1 - 58%
Group 8 - 2%

Contract No. 8261

Prefix No. 134-1070

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S. TIGARD INTCHGE.-BOONES FERRY RD. SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required (70%)	$700.00

8261

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-123	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
	6-9-75	COUNTY Clackamas
		PROJECT NO. SU-592(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., S. Tigard Int. (I-5) to E. 1.3 mi.
S. Tigard Intchge.-Boones Ferry Road Sect.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-75	1.303
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,223,078.00	$ 956,324.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green *(Division Engineer)*

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 6, 1975

Federal-aid Project
No. SU-592(3)

S. TIGARD INTCHGE.-BOONES FERRY RD. SECTION
FAS 943 IN CLACKAMAS COUNTY

Project Agreement Estimate based on estimated unit costs.

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Mobilization	All Required (68%)		$ 93,160.00
Temporary Protection and Direction of Traffic	All Required (10%)		2,000.00
Temporary Signs	100 sq.ft.	9.50	950.00
Temporary Barricades, Type 3	3 only	100.00	300.00
Temporary Continuous Rail Traffic Barrier	600 lin.ft.	5.00	3,000.00
Flagmen	100 hour	14.00	1,400.00
Clearing and Grubbing	All Required (80%)		24,000.00
Removal of Structures and Obstructions	All Required (10%)		1,000.00
Ditch Excavation	1,350 cu.yd.	6.00	8,100.00
General Excavation	40,000 cu.yd.	1.75	70,000.00
Extra for Selected Topsoil Material	3,840 cu.yd.	2.50	9,600.00
Overhaul	2,150 C-yd.sta.	0.50	1,075.00
Trench Excavation	3,490 cu.yd.	8.00	27,920.00
Finishing Roadbed and Slopes	All Required (65%)		2,600.00
Obliteration of Roadway	300 sq.yd.	0.75	225.00
Watering	270 M-gal.	10.00	2,700.00
1" - 0 Aggregate Base	3,100 ton	5.50	17,050.00
Aggregate Shoulders	100 ton	6.00	600.00
Lime Treated Subgrade	50,000 sq.yd.	0.70	35,000.00
Lime for Treated Subgrade	560 ton	60.00	33,600.00
Cement Treated Base Mixture	21,800 ton	6.75	147,150.00
Portland Cement in CTB Mixture	1,200 ton	55.00	66,000.00
Asphalt in Seal	57 ton	125.00	7,125.00
Class "B" or Class "C" Asphalt Concrete Mixture	10,100 ton	9.75	98,475.00
Asphalt Cement in Mixture	660 ton	90.00	59,400.00
Asphalt in Tack Coat	4 ton	140.00	560.00
12-inch Culvert Pipe	130 lin.ft.	9.00	1,170.00
24-inch Culvert Pipe	280 lin.ft.	16.00	4,480.00
30-inch Culvert Pipe	434 lin.ft.	20.00	8,680.00
12-inch Sewer Pipe	4,430 lin.ft.	9.50	42,085.00
15-inch Sewer Pipe	1,331 lin.ft.	12.00	15,972.00
Extra for Pipe Under Pavement	48 lin.ft.	15.00	720.00

Concrete Manholes	6 only	1,000.00	$ 6,000.00
Concrete Inlets, Type "D"	1 only	400.00	400.00
Concrete Inlets, Type "CG-1"	4 only	425.00	1,700.00
Concrete Inlets, Type "G"	2 only	400.00	800.00
Concrete Inlets, Type "G-1"	50 only	400.00	20,000.00
6-inch Drain Pipe	3,080 lin.ft.	5.75	17,710.00
Special Filter Material for Drains	780 cu.yd.	15.00	11,700.00
Guard Rail, Type 1	113 lin.ft.	6.75	762.75
Rail End Pieces, Type "A"	1 only	20.00	20.00
Rail End Pieces, Type "B"	3 only	75.00	225.00
CL-6 Chain Link Fence	700 lin.ft.	6.50	4,550.00
Concrete Curbs	860 cu.yd.	95.00	81,700.00
Concrete Islands	10 cu.yd.	95.00	950.00
Extra for Asphalt Approaches	8 only	100.00	800.00
Paved Culvert End Slopes	440 sq.ft.	8.50	3,740.00
Guide Posts	50 only	12.00	600.00
Roadside Seeding and Mulching	8 acre	550.00	4,400.00
Furnishing and Planting Shrubs	1,910 only	6.00	11,460.00
Soil Conditioner	424 cu.yd.	8.00	3,392.00
Bark Mulch	57 unit	60.00	3,420.00
Signing			
Sign Support Footings	All Required (31%)		16,027.00
Breakaway Sign Posts	All Required (45%)		787.50
Single Sign Supports	All Required (18%)		1,890.00
Cantilever Sign Structure at Sta. "BFR" 116+40 Rt.	All Required		19,600.00
Special Signal Pole Mount	All Required		3,150.00
Type "A" Signs in Place	1,038 sq.ft.	16.00	16,608.00
Type "C", "D" and "R" Signs in Place	24 sq.ft.	8.00	192.00
Type "F", "G" and "M" Signs in Place	50 sq.ft.	7.50	375.00
Sign Illumination Equipment	All Required (25%)		2,000.00
Traffic Signals			
Traffic Signal Installation, Complete	All Required (45%)		80,775.00
			$1,101,831.25
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (70%)		$ 700.00
Stage Construction Striping (S.F.)	All Required (60%)		300.00
Temporary Erosion Control (E.W.)	All Required (88%)		2,200.00
On-the-Job Trainee (3 @ $800) (E.W.)	All Required (67%)		1,608.00

Place Water Pipe in Conduit, Sta. 526	All Required	$ 1,500.00
Bikeway Signs	All Required	750.00
Furnish and Plant Trees	All Required	3,000.00
		$ 10,058.00
	Subtotal	$1,111,889.25
	Engineering	109,788.75
	Engineering (Signal Controller Testing)	1,400.00
	Total	$1,223,078.00

Length of Project - - - - - - 1.303 Miles
Cost of Roadway Per Mile- - - $938,663.09

Federal Funds -	$ 956,324.00
State Funds -	133,377.00
County Funds- -	133,377.00
Total	$1,223,078.00

S. TIGARD INTCHGE.-BOONES FERRY RD. SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required (70%)	$700.00

#8261

#8261

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

ION

#8261

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project SU-592(3), US-466(13), I-5-5(66)293 DATE: August 8, 1979
S. Tigard Interchange - Boones Ferry Road
Price Agreement No. 19, Claim Settlement
In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Since additional S.U. and U.S. funds are no longer available, my earlier letter of this date concurring in the proposed claim settlement on the subject project should have included a statement that Federal participation is subject to availability of funding.

G. L. Green

cc:
OSHD (C. T. Keasey)
OSHD (V E Skoog)
Region 1 (E L Hardt)

RECEIVED
STATE HWY ENGR
AUG 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#8261

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project SU-592(3),US-466(13),I-5-5(66)293
S. Tigard Interchange - Boones Ferry Road
Price Agreement No. 19 Claim Settlement

DATE: August 8, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Based on the information submitted with your August 8, 1979, letter we concur in the claim settlement in the amount of $98,940.00 on the subject project.

G. L. Green

cc:
OSHD (C T Keasey)
OSHD (V E Skoog)
Region 1 (E L Hardt)

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 8'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#8261

August 8, 1979

TO: G. L. Green Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Price Agreement No. 19
Claim Settlement
S. Tigard Interchange-Boones Ferry Road
Contract No. 8261
FAP Nos. SU-592(3), US-466(13), I-5-5(66)293

This project was awarded to Kearney Bros. Construction Company on July 17, 1975. Work commenced July 30, 1975. A court injunction later shut down the project. The contractor was issued a stop work order effective August 5, 1975 due to the injunction. On August 18, 1975, the contractor was requested to resume limited work in order to install right-of-way fencing. This was the only work allowed at this time.

A judge's ruling later lifted a portion of the work restrictions on the project, at which time the resident engineer rescinded the stop work order. The contractor was allowed to start back to work on September 2, 1975 in that portion of the area that lies westerly of the Carmen Drive right-of-way, or, from the beginning of the project to Station 529. The workday count resumed at this time. The remaining work area was opened to the contractor effective September 11, 1975.

On September 15, 1975, a meeting was held to discuss the impacts of the delay. The meeting resulted in the contractor's letter dated September 17, 1975 which expressed concern over additional cost incurred and available funds for payment of these costs. The region responded to this letter on October 14, 1975 and assured the contractor he would be reimbursed for any delay costs which have been substantiated, are well-documented and approved by the engineer. It also asked that a claim item be submitted as soon as it is identified and independent of future events. The legal basis of claim is valid and is covered by ORS 279.324, ORS 279.326 and ORS 279.328.

A three-part claim request was submitted by the contractor citing incorrect or insufficient amounts in the Final Estimate. The contractor's claim submittal contained documentation data for each claim item.

The findings for each claim are summarized on the attached "Claim Evaluation Summary". Considerations in evaluating each claim item included the following:

1) The contractor was stopped from working during the peak of the 1975 construction season for a period of time unknown at the time of the stoppage, and,

2) The contractor submitted schedule anticipated substantial completion of the contract at the end of the first year, (1975). The project ended up going through the next year, (1976) and was finally completed on March 9, 1977.

Since most of the claim is for delays to the entire project and since the claim settlement was achieved through negotiations, the assignment of costs among the three-fund categories is very difficult. Therefore, we recommend that the assignment of costs be made on pro-rata basis determined by the PS & E percentages. We do not request your participation in the interest portion of the settlement ($11,620.00). The foregoing procedure would result in the use of Federal funds approximately as follows:

SU	$52,015.00	(60%)
US	5,145.00	(9%)
I	42,780.00	(31%)
TOTAL	$98,940.00	

Your concurrence in this claim is requested.

OBJ:fr;pf
Attachments

cc: C. T. Kenney
E. L. Hardt
V. E. Skoog

S. T[illegible]ard Int.-Boones Ferry Rd.
Cont[illegible]ct No. 8261
7-30-79

CLAIM EVALUATION SUMMARY

		Claimed Amount	Settlement Amount
Claim 1:	Cost and expenses incurred due to suspension of work.		
Item 1 -	Idle Equipment Costs. For the period of August 5 to September 11, 1975 when work was suspended. The "standby" rental rate was used to determine the cost of idle equipment. The contractor's claimed amount was based on incorrect rental rates.	$175,415.69	$ 65,000.00
Item 2 -	Material Cost Increase, CTB Cement. The contractor's quote on a cement price was good until 1/1/76. The supplier's costs increased by $5.20 per ton (12.9%) and was passed on to the contractor.	9,040.15	9,040.00
Item 3 -	Additional Clearing Costs. A special piece of equipment called a Hydro Axe Mulcher was scheduled to do the clearing. This equipment, being owner-operated, left the project for other work when the delay occurred and was unable to be rescheduled when work resumed. The contractor incurred additional clearing and hauling costs because of the loss of this special equipment. The claimed amount was based on incorrect equipment rates and excessive hours.	6,961.23	5,215.00
Item 4 -	Pay Increases (F. H. McEwen - Subcontractor). Labor rates increased during 1976. CTB work scheduled for October 1975 could not be performed until July 1976. The subcontractor's labor costs increased as a result.	3,924.34	3,925.00
Item 5 -	Conversion of Lime Spreading Machine. The contractor's supplier was unable to supply lime in 1976 due to a material shortage. Cottrell flour was approved for use. Conversions were necessary to facilitate spreading of this material. It is not possible to verify the hours and/or labor rates, however, added costs were incurred.	3,345.47	3,345.00

		Claimed Amount	Settlement Amount
Item 6 -	Increased Payroll Taxes.	$ 1,982.21	$ 1,983.00
	Payroll tax rates increased during the life of the project due to the extended work period. Had the contractor been able to complete the work as scheduled, these additional costs would not have been incurred. The claim does not include sub-contractors' work.		
Item 7 -	Excavation and Grading Delays.	3,448.63	2,785.00
	Due to the loss of the Hydro Axe Mulcher and debris hauling trucks, the contractor had to pile the debris until trucks could be rescheduled. The stockpiled debris limited the contractor to a single haul road preventing him from excavating at capacity. This was during the period September 15 thru 18. By the contractor's analysis, 12.7 hours were lost. Corrections were made in the rates.		
Item 8 -	Excavation and Grading Delay.	6,975.00	4,717.00
	When the debris hauling trucks were finally rescheduled on September 22, the excavation operation was already in progress. Excavation was impeded by the debris trucks and equipment attempting to use the same haul road. It is estimated that there was a 25% loss of production during this time. Ownership rates times the estimated hours lost equals the proposed settlement amount.		
Item 9 -	Sub-Excavation, CT Line.	17,413.78	7,935.00
	Wetter weather and cooler temperatures in 1976 caused water conditions in the subgrade that were not there in 1975. The soft spots had to be removed which required a drag line, as conventional methods would not work. The amount of material removed and paid under the Bid Item ($9,480) is deducted from the claim amount.		
Item 10 -	Record Keeping and Clerical.	3,274.57	-0-
	Costs for preparing this claim have been requested by the contractor. This is considered part of the contractor's normal cost of doing business figured in as overhead and profit, and is covered in the 20% overhead and profit figure in claim settlement amounts.		
Claim II:	Delays and cost due to obtaining permit.		
Item 1 -	Cost in Obtaining Permission to Cut Trees.	233.36	233.00
	Upon application for a permit, the planning commission gave notice and granted a hearing. The		

		Claimed Amount	Settlement Amount
	contractor was not informed, nor did he anticipate these procedures. State officials later assumed responsibility for getting the permit, but it was after the contractor incurred these additional expenses.		
Claim III:	Miscellaneous Claims related to contract work.		
Item 1 -	Lower Grade.	$ 6,140.79	$ 5,165.00
	After excavation was made to subgrade, the contractor was required to come back and perform additional work due to a grade revision. This involved moving stockpiled topsoil, performing necessary cuts and recutting the slopes. This should have been paid for as "extra work" during the project. The contractor should be paid the claim amount less what was paid as general excavation.		
Item 2 -	Modify Manhole.	163.42	162.00
	A manhole elevation was lowered requiring salvage of a cone and transporting it to a State yard, and the purchase and installation of a new lid. This also should have been paid as "extra work" during the project.		
Item 3 -	Idle Equipment Costs.	20,010.48	-0-
	The contractor was issued a stop work order until redesign work could be completed which would correct subgrade defects. The contractor asks for the cost of his idle equipment while under shutdown. The contractor's only recourse as stated in our Standard Specifications is one of time. For this reason, the claim is denied.		
Item 4 -	Additional Cost due to light pole conflicts.	2,875.49	2,875.00
	Two illumination poles were installed under an adjacent contract. The contractor was required to work around them. The contractor asks for delay costs resulting from the inefficiency of his operation due to the poles.		(I)
Item 5 -	Idle Time, Lime Spreading Equipment.	10,978.11	6,000.00
	The contractor asks for idle equipment time while awaiting approval to use Cottrell flour in lieu of lime. Lime could not be obtained due to a shortage.		(All)
		$272,182.72	$118,380.00
	Interest (Non-Participating)		11,620.00
	Total:	$272,182.72	$130,000.00

8261

FORM #1.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 3, 1979

FILE: CON 5 #8261

FROM: O. B. Jackmond
Contract Administration Engineer

TO: Memo to File

SUBJECT: Claim Review Meeting
South Tigard Interchange-Boones
Ferry Road (Kruse Way)
Contract No. 8261

On July 30, 1979, a meeting was held in Region 1 office to again review the contractor's claim on the above project. The following were present at this meeting:

Robert Kearney	Contractor
Daniel Seifer	Contractor's Attorney
Jack Budd	Contractor's Consultant
Paul Barnhart	OSHD
Marion Craft	OSHD
Ed Hardt	OSHD
Bryant Jackmond	OSHD

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Contractor's Position

This meeting was held at the request of the contractor's attorney in order to review the contractor's claim and the State's prior offer of settlement. The primary item of discussion was the contractor's claim No. 1, Item No. 1, "Idle Equipment Cost". The contractor's consultant, Mr. Budd, stated that it was his opinion that our "standby" rate was not properly derived. He stated that the annual equipment hours used in the determination of the "standby" rate was excessive. The State had used an average of approximately 1600 hours per year, whereas a figure of approximately 1200 hours would be more realistic for the Portland area. He further stated that the interest rate used (7.5%) was far too low and should have been over 10%. Mr. Budd further stated that our combined factor under the "ownership expense" varied from .28 to .40. He feels that this figure should be .35 and that the annual hours of use should not exceed 1000 hours. He further suggested that the State use the average working hours per year per craft as determined by AGC as a basis for determining the average annual hours of equipment use.

The contractor claimed that our offer of settlement recognized only part of the equipment listed in his original claim and that, in fact, all of the equipment listed in the claim was used on the project. Therefore, the State should be responsible for the resultant delay cost applied to all of the equipment used on the project.

The contractor again stated that his claim 1, item 9 (Subgrade excavation "CT" line) is a valid claim and should be recognized. He similarly claims that claim 3, item 3 (Idle equipment cost due to redesign) and claim 3, item 4 (Additional cost due to light pole conflicts) are valid and should

be considered by the State. Payment for claim 3, item 5 (Idle time, lime spreading equipment) is also claimed.

State's Position

(See "Memo to File" dated February 9, 1979 for claim background and derivation of State's previous offer.)

In regard to claim 1, item 1 (Idle equipment cost), in general we concur with the contractor's consultant that our "standby" rental rates are on the low side and need to be reviewed. The State anticipated this request from the contractor and in June 1979, made a comparison of the Oregon standby rates contrasted with four other recognized methods of determining standby rates. These methods were: 1966 AGC "Contractor's Equipment Ownership Expense"; 1975 AGC "Contractor's Equipment Ownership Expense"; 1975 Corps NPDP publication; and 1976 Washington State Rental Rates. The results indicated that the Oregon standby rate was the lowest of the group with the other methods being higher than the Oregon rate by the following amounts:

1966 AGC	+ 48%
1975 AGC	+ 39%
1975 Corps	+ 12%
1975 Wash. State	+ 32%

It therefore appears that a re-evaluation and examination of our standby rate determination is appropriate and should most likely be factored upward by some 30 to 40 percent.

The Resident Engineer stated that he had no doubt that the equipment listed by Kearney Bros. on their original claim was used on the project at some time during the life of the project. Kearney Bros. had one additional small project underway during the life of the subject contract. The equipment used on this second contract has been separately identified by Kearney Bros. and subcontracted from the claimed idle equipment cost. Kearney Bros. had no other projects during the life of this contract and hence it appears appropriate to compensate the contractor on a standby basis for equipment whose use was either extended and/or delayed as a result of the shutdown order on this project.

Re-evaluation of the amount due the contractor for idle equipment on the above basis indicates that the State's offer should be increased to approximately $65,000.00. Under claim 1, item 9, the contractor claims that the weather conditions in the fall of 1975 were quite dry and his original schedule provided that he would complete the excavation on the "CT" line during this fall season of the contract. Due to the delay caused by the court injunction this work was not completed in the fall of 1975, but rather had to be accomplished in 1976, which was a very wet season. As a result, he was forced to abandon the use of scrapers in making this excavation and had to resort to a dragline operation. Much of which the

contractor says is true, however, the State feels that the water conditions near subgrade on the "CT" line would have been similar during any season. Both parties are relying on suppositions in this matter and it is difficult to refute the contractor's claim. The State does not have a drill log showing the nature of the excavation materials in this area. The contractor's claim of $17,400 should be reduced by the amount paid for general excavation under the contract bid item. The net amount of this claim which should be honored is therefore $7,935.

Under claim 3, item 3, the contractor is claiming for idle equipment cost resulting from a partial shutdown order on the project issued by the Resident Engineer. The stop work order was issued to allow the State to make grade changes and accomplish some redesign on a portion of the project. This design change provided benefits to the project and to the contractor. The stop work order was issued in accord with the Standard Specifications and this claim should be denied.

The contractor's claim 3, item 4 for additional cost due to light pole conflicts has been reexamined by the State and is found to be a valid claim. The light poles were not in place when the contractor bid the job. They were installed subsequent to the award of this contract by a contractor on an adjacent project. Their presence caused a delay in the excavation on this project. The contractor should be reimbursed $2,875 under this item.

The contractor's claim 3, item 5 is a delay claim for idle equipment cost during the time period when the State was investigating the use of Cottrell flour in lieu of lime for subgrade treatment. This became necessary since lime was not available in the 1976 season. The contractor claimed that lime was available during the 1975 season and that he would have completed the lime work in the first season except for the delay caused by the court injunction. The State is somewhat skeptical that the contractor could have met his original schedule, however, it is very difficult to prove that he could not have done so. It is therefore felt that this claim should be honored and that the amount of the claim should be computed using the revised standby equipment rates as determined under claim 1, item 1. The amount of this claim which should be honored is therefore approximately $6,000.

Conclusion

As a result of this meeting, the State revised its offer of settlement to $130,000. The contractor has indicated he will accept this settlement. An itemized claim evaluation summary is attached to this memo.

OBJ:fr
Att.
cc: H. S. Coulter
Ed Hardt
Paul Barnhart

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1979

TO

G. L. Green, Division Administrator
Federal Highway Administration

FROM

D. E. Swan
Federal Aid Manager

SUBJECT

Minor Program Change
Project No. SU-592(1)
S. Tigard Interchange-
Boones Ferry Rd. Section
Clackamas County

We hereby request your approval of a minor program change to joint finance the subject project utilizing Transition Quarter funds (Appn. Code 124) to supplement Secondary funds (Appn. Code 022) funds. This change is necessary to cover increases in final right-of-way costs and will involve the following revisions in project numbering and financing:

1) Project No. -- Change to S-TQS-592(1)

Appn. Code	Total Cost	Fed. Funds (85.8%)
022	$250,729.73	$215,126.11
124	149,270.27	128,073.89
Totals	$400,000.00	$343,200.00

Enclosed also are three copies of a revised project agreement estimate and modification of project agreement for the change in funding.

CL:dmc
Enc.
cc: R. Hacek
H. Reynoldson

31-0027 (8-77)

8261

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 9, 1979

FILE: CON 5 #8261

NOTED
H. S. COULTER

FROM: O. B. Jackmond
Contract Administration Engineer

TO: Memo to the File

SUBJECT: Claim Review Meeting
S. Tigard Int.-Boones Ferry Rd.
Kruse Way - FAS 943
Washington & Clackamas Counties
Contract No. 8261

This project was awarded to Kearney Bros. Construction Company on July 17, 1975. Work commenced July 30, 1975. A court injunction later shut down the project. The contractor was issued a stop work order effective August 5, 1975 due to the injunction. On August 18, 1975, the contractor was requested to resume limited work in order to install right-of-way fencing. This was the only work allowed at this time. A judge's ruling later lifted a portion of the work restrictions on the project at which time the resident engineer rescinded the stop work order. The contractor was allowed to start back to work on September 2, 1975 in that portion of the area that lies westerly of the Carmen Drive right-of-way, or, from the beginning of the project to Station 529. The workday count resumed at this time. The remaining work area was opened to the contractor effective September 11, 1975.

On September 15, 1975, a meeting was held to discuss the impacts of the delay. The region, resident and contractor were represented at this meeting. The meeting resulted in the contractor's letter dated September 17, 1975 which expressed concern over additional cost incurred and available funds for payment of these costs. The region responded to this letter on October 14, 1975. The letter assured the contractor he would be reimbursed for any delay costs which have been substantiated, are well documented and approved by the resident engineer. It also asked that a claim item be submitted as soon as it is identified and independent of future events. The legal basis of claim is valid and is covered by ORS 279.324, ORS 279.326 and ORS 279.328, a copy of which is attached hereto.

A three-part claim request was submitted by the contractor on October 6, 1977, citing incorrect or insufficient amounts in the Final Estimate. The Region was asked to review this claim in a letter from John Bond dated October 19, 1977, along with this office and our Cost Analysis Section. A meeting was held November 11, 1977 and attended by the Resident, Region and Construction Branch personnel. Discussion centered on each claim item. Another meeting was held January 20, 1978 with the same parties in attendance. Discussion again centered on each item claimed by the contractor. The Resident met with the contractor on several occasions since that time in order to discuss claim items. A possible settlement amount was established in a meeting of the Resident, Region and Construction Branch personnel on August 30, 1978. Final figures needed to be assembled. On January 23, 1979 another internal meeting was held in the Construction office, at which time a tentative settlement figure was established for each item. The tentative settlement figure will be presented to the State Highway Engineer for review.

The findings of the meeting of January 23, 1979 for each claim item are summarized below. Considerations in evaluating each claim item included the following:

1) The contractor was stopped from working during the peak of the 1975 construction season for a period of time unknown at the time of the stoppage, and,

2) The contractor submitted schedule anticipated substantial completion of the contract at the end of the first year, (1975). The project ended up going through the next year, (1976) and was finally completed on March 9, 1977.

OBJ:DA:fr

Att.

cc: Ed Hardt
Paul Barnhart

2/14/79
Discussed w/ Jackwood. –
Agreed to proceed w/negotiations
toward settlement. –
JSC

S. Jard Int.-Boones Ferry Rd.
Contract No. 8261

CLAIM EVALUATION SUMMARY

		Claimed Amount	Tentative Settlement Amount
Claim I:	Cost and expenses incurred due to suspension of work.		
Item 1 -	Idle Equipment Costs. This is for the period August 5 to September 11, 1975 when work was suspended. On August 5 and 26 the resident checked the actual equipment on the project and in the contractor's yard and listed all equipment that was needed or made for the project. Equipment used on other projects during this time was omitted. The "standby" rate was used to determine the cost of the idle equipment.	$175,415.69	$25,925
Item 2 -	Material Cost Increase, CTB Cement. The contractor's quote on a cement price was good until 1/1/76. The supplier's costs increased by $5.20 per ton (12.9%) and was passed on to the contractor. The contractor's bid price reflects a 24% markup indicating that some increase in cost was anticipated. Our evaluation of the contractor's schedule indicates that approximately 15% of this material could probably not have been placed until after 1/1/76. If we allow the price increase, plus 15%, for 85% of the total project quantities, the contractor's profit on this item is approximately 21%.	9,040.15	6,240
Item 3 -	Additional Clearing Costs. A special piece of equipment called a Hydro Axe Mulcher was scheduled to do the clearing. This equipment, being owner-operated, left the project for other work when the delay occurred and was unable to be rescheduled when work resumed. The contractor incurred additional clearing and hauling costs because of the loss of this special equipment. Also, the brush piles had to be moved to allow for staking of the roadway. (Note: Some additional clearing costs were incurred by the subcontractor.)	6,961.23	5,215

	Claimed Amount	Tentative Settlement Amount
Item 4 - Pay Increases (F. H. McEwen - Subcontractor). Labor rates increased during 1976. CTB work scheduled for October 1975 could not be performed until July 1976. The subcontractor's labor costs increased as a result. The claimed amount was reduced by 15% based on the actual tons which could have been placed in the fall of '75 based on our analysis of the contractor's original schedule.	$ 3,924.34	$ 3,355
Item 5 - Conversion of Lime Spreading Machine. The contractor's supplier was unable to supply lime in 1976 due to a material shortage. Cottrell flour was approved for use. Due to its different properties conversions were necessary to facilitate spreading. It is not possible to verify the hours and/or labor rates. Proper notice of claim was not given for this particular item, however, added costs were incurred.	3,345.47	3,345
Item 6 - Increased Payroll Taxes. Payroll tax rates increased during the life of the project due to the extended work period. Had the contractor been able to complete the work as scheduled, these additional costs would not have been incurred. There is some question as to the ability of the contractor to complete the work as scheduled especially in the interchange area. The claim does not include subcontractors' work.	1,982.21	1,983
Item 7 - Excavation and Grading Delays. Due to the loss of the Hydro Axe Mulcher and debris hauling trucks, the contractor had to pile the debris until the trucks could be rescheduled. The stockpiled debris limited the contractor to a single haul road preventing him from excavating at capacity. This was during the period September 15 thru 18. By the contractor's analysis, 12.7 hours were lost. Corrections were made in the rates.	3,448.63	2,785
Item 8 - Excavation and Grading Delay. When the debris hauling trucks were finally rescheduled on September 22, the excavation operation was already in progress. Excavation was impeded by the debris trucks and equipment attempting to use the same haul road. The contractor estimates there was a 25% loss of production during this time. Ownership rates times the estimated hours lost equals the proposed settlement amount.	6,975.00	4,717

	Claimed Amount	Tentative Settlement Amount
Item 9 - Sub-Excavation, CT Line The contractor claims that wetter weather and cooler temperatures in 1976 caused water conditions in the subgrade that were not there in 1975. The soft spots had to be removed which required him to bring in a drag line as conventional methods would not work. As subsurface conditions could not have been known until encountered, it is only speculation that conditions changed. The additional expense is the responsibility of the contractor. If this request was granted, the amount of material removed and paid under the Bid Item ($9,480) would be deducted from the claim amount.	$ 17,413.78	$ -0-
Item 10 - Record Keeping and Clerical. Costs for preparing this claim have been requested by the contractor. This is considered part of the contractor's normal cost of doing business figured in as overhead and profit, and is covered in the 20% overhead and profit figure in claim settlement amounts. This item could be negotiated.	3,274.57	-0-
Claim II: Delays and cost due to obtaining permit.		
Item 1 - Cost in Obtaining Permission to Cut Trees. Upon application for a permit, the planning commission gave notice and granted a hearing. The contractor was not informed, nor did he anticipate these procedures. State officials later assumed responsibility for getting permit, but it was after the contractor incurred these additional expenses.	233.36	233
Claim III: Miscellaneous Claims related to contract work.		
Item 1 - Lower Grade. After the cut was made to subgrade, the contractor was required to come back and perform additional work due to a grade revision. This involved moving stockpiled topsoil, performing necessary cuts and recutting the slopes. This should have been paid for as "extra work" during the project. The contractor should be paid the claim amount less what was paid as general excavation.	6,140.79	5,165
Item 2 - Modify Manhole. A manhole elevation was lowered requiring salvage of a cone and transporting it to a State yard, and the purchase and installation of a new lid. This also should have been handled as "extra work".	163.42	162

	Claimed Amount	Tentative Settlement Amount
Item 3 - Idle Equipment Costs. The contractor was issued a stop work order until redesign work could be completed which would correct subgrade defects. The contractor asks for the cost of his idle equipment while under shutdown. The contractor's only recourse as stated in our Standard Specifications is one of time. For this reason, the request is denied. (Standby rates should be used in figuring idle time. This would be one-half the claim amount.)	$ 20,010.48	-0-
Item 4 - Additional Cost due to light pole conflicts. Two illumination poles were to be removed under another contract. The contractor was required to work around them until they were removed. The contractor asks for the delay costs resulting from the inefficiency of his operation due to the poles. As in Item 3, the contractor's only recourse is time, not increased costs.	2,875.49	-0-
Item 5 - Idle Time, Lime Spreading Equipment. The contractor asks for idle equipment time while waiting approval to use Cottrell Flour in lieu of lime. The change was for the convenience of the contractor. Lime which was specified could not be obtained due to a shortage. Time again would be the contractor's only recourse.	10,978.11	-0-
	$272,182.72	$59,125

Allowing the contractor 6% simple interest on each claim item from the time that item was incurred, the total proposed settlement amount would be $71,260.

Interest		12,135
Total:	$272,182.72	$71,260

279.314 Condition concerning payment of claims by public officers. (1) Every public contract shall also contain a clause or condition that, if the contractor fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to the contractor or a subcontractor by any person in connection with the public contract as such claim becomes due, the proper officer or officers representing the state, county, school district, municipality, municipal corporation or subdivision thereof, as the case may be, may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the contractor by reason of his contract.

(2) The payment of a claim in the manner authorized in this section shall not relieve the contractor or his surety from his or its obligation with respect to any unpaid claims.

279.316 Condition concerning hours of labor. Every public contract shall also contain a condition that no person shall be employed for more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases the laborer shall be paid at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal holiday specified in ORS 187.010, except Veterans Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans Day or on any legal holiday specified in ORS 187.020.

[Amended by 1967 c.167 §1]

279.318 Provisions relating to environmental and natural resources laws and rules; change orders. A public contract for a public improvement shall make specific reference to federal, state and local agencies that have enacted ordinances or regulations dealing with the prevention of environmental pollution and the preservation of natural resources that affect the performance of the contract. If the successful bidder is delayed or must undertake additional work by reason of existing regulations or ordinances of agencies not cited in the public contract or due to the enactment of new or the amendment of existing statutes, ordinances or regulations relating to the prevention of environmental pollution and the preservation of natural resources occurring after the submission of the successful bid, the awarding agency shall grant a time extension and issue a change order setting forth the additional work that must be undertaken. The change order shall not invalidate the contract and there shall be, in addition to a reasonable extension of the contract time, a reasonable adjustment in the contract price to compensate the successful bidder for all costs and expenses incurred, including overhead and profits, as a result of such delay or additional work.

[Amended by 1973 c.523 §2; 1975 c.771 §19]

279.320 Condition concerning payment for medical care and attention to employes. Every public contract shall also contain a condition that the contractor shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employes of such contractor, of all sums which the contractor agrees to pay for such services and all moneys and sums which the contractor collected or deducted from the wages of his employes pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

[Amended by 1967 c.359 §687]

279.324 Definitions for ORS 279.324 to 279.332. As used in ORS 279.324 to 279.332 "labor dispute" means a labor dispute as defined in ORS 662.010.

[Amended by 1973 c.738 §1; 1975 c.771 §20]

279.326 Agreement to terminate contract. The public body and the contractor that are parties to a public contract may agree to terminate the contract:

(1) If work under the contract is suspended by an order of a public agency for any reason considered to be in the public interest other than by a labor dispute or by reason of any third party judicial proceeding relating to the work other than a suit or action filed in regards to a labor dispute; and

(2) If the circumstances or conditions are such that it is impracticable within a reasonable time to proceed with a substantial portion of the public works.

[Amended by 1973 c.738 §2]

279.328 Extension and compensation when work suspended in certain cases. If work under a contract is suspended pursuant to subsection (1) of ORS 279.326, and is not the result of a labor dispute but the contract is not terminated, the contractor is entitled to a reasonable extension of the contract time and reasonable compensation for all costs result-

ing from the suspension plus a reasonable allowance for overhead with respect to such costs.
[Amended by 1973 c.738 §3]

279.330 Compensation when contract terminated. In the event of termination of a public contract pursuant to ORS 279.326, provision shall be made for the payment of compensation to the contractor. In addition to a reasonable amount of compensation for preparatory work and for all costs and expenses arising out of termination, the amount to be paid to the contractor:

(1) Shall be determined on the basis of the contract price in the case of any fully completed separate item or portion of the work for which there is a separate or unit contract price; and

(2) May, with respect to any other work, be a percent of the contract price equal to the percentage of the work completed.
[Amended by 1973 c.738 §4]

279.332 Contractual provisions for compensation when contract terminated due to public interest. Any public body may provide in any public works contract detailed provisions under which the contractor shall be entitled, as a matter of right, to compensation upon termination of the contract on account of any reason considered to be in the public interest.
[Amended by 1973 c.738 §5]

279.333 Application of ORS 279.324 to 279.330. ORS 279.324 to 279.330 shall not apply to suspension of the work or termination of the contract which occur as a result of the contractor's violation of federal, state or local statutes, ordinances, rules or regulations in existence at the time the contract was executed or as a result of violations of the terms of the contract.
[1973 c.738 §6]

279.334 Maximum hours of labor on public contracts. In all cases where labor is employed by the state, county, school district, municipality, municipal corporation, or subdivision, through a contractor, no person shall be required or permitted to labor more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, in which event, the person or persons so employed for excessive hours shall receive at least time and a half pay for all overtime in excess of eight hours a day, and for work performed on Saturday and on any legal holiday specified in ORS 187.010, except Veterans Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans Day or on any legal holiday specified in ORS 187.020. This section shall not apply to labor performed in the prevention or suppression of fire under contracts and agreements made pursuant to the authority of the State Forester or State Board of Forestry, under ORS 477.406.
[Amended by 1963 c.241 §1; 1967 c.167 §2]

279.336 Time limitation on claim for overtime; posting of circular by contractor. Where labor is employed by the state, county, school district, municipality, municipal corporation or subdivision, through another as a contractor, any workman employed by the contractor shall be foreclosed from the right to collect for any overtime provided in ORS 279.334 unless a claim for payment is filed with the contractor within 90 days from the completion of the contract, providing the contractor has:

(1) Caused a circular clearly printed in blackface pica type and containing a copy of this section to be posted in a prominent place alongside the door of the timekeeper's office or in a similar place which is readily available and freely visible to any or all men employed on the work.

(2) Maintained such circular continuously posted from the inception to the completion of the contract on which workmen are or have been employed.

279.338 Length of day's labor on public works. (1) Eight hours shall constitute a day's labor in all cases where the state, county, school district, or any municipality, municipal corporation or subdivision is the employer of labor, either directly or indirectly, by contract with another.

(2) This section does not apply to the employment by any contractor of work for the state, county, school district, or any municipality, municipal corporation, or subdivision thereof, of foremen, watchmen and timekeepers paid on monthly rate.

279.340 Overtime for labor directly employed by counties, municipalities, municipal corporations, school districts and subdivisions. Labor directly employed by a county, municipality, municipal corporation, school district or subdivision shall be allowed overtime as follows:

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 6, 1979

In reply refer to: HFO.8-OR

SUBJECT: Contractor's Claim
Oregon Projects I-5-5(66)293, SU-592(3) & US-466(13)
S.W. 72nd Ave.-S.W. Boones Ferry Rd.
Washington and Clackamas Counties

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

This will acknowledge Mr. C. T. Keasey's Notice of Contractor's claim as of January 29, 1979 on the subject project.

Reimbursement, based on incurred costs, will be made under the provisions of FHPM 1-4-2.4.

for G. L. Green

cc:
C. T. Keasey (OSHD)
D. E. Swan (ODOT)

RECEIVED
STATE HWY ENGR
FEB - 8 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5261

9

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

January 13, 1978

RECEIVED
STATE HWY ENGR
JAN 18 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Mr. Donald L. Gould
LPN Division
Economic Dev. Administration
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Gould:

Re: EDA Project No. 07-51-26830
Sanitary Sewerage System
Beverly Beach State Park

On December 14, 1977, we opened bids on our EDA Project No. 07-51-26830. Contract No. 8661 has been awarded to Cordel Corporation of P.O. Box 851, Albany, OR 97321.

We are enclosing the following information pertaining to this project.

1. Acceptance of collection system design by the Oregon Dept. of Commerce. Lincoln County has indicated they will not require a facility permit. A Dept. of Environmental Quality plan approval is not required, as this project is a collection system under the jurisdiction of the Oregon Dept. of Commerce. The existing sewage lagoons and sprinkling disposal system previously approved by the Dept. of Environmental Quality will remain as the method of sewage treatment and disposal until final hook-up with the Carmel-Foulweather sewer system upon its completion.
2. Engineers construction cost estimate.
3. Notice to contractor - date of opening of sealed proposals.
4. Minutes of bid opening.
5. Itemized bid of low bidder.
6. Statement on correctness of bid, qualifications and ability of the low bidder and recommendation as to award of the contract.
7. Contract certification (Form ED - 126).
8. Copy of contract, plans and specifications.
9. EDA Form 530 Part A.
10. Written notice to contractor of bid award and notice of start of work.
11. Revised line item estimated costs.

Very truly yours,

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw Enclosures

bc: F. B. Klaboe, V. E. Skoog, D. Talbot, H. S. Coulter, J. S. Versteeg, W. Gaskill, E. S. Hunter, C. W. Head, D. Walker, G. Inloes, C. T. Keasey, D. Unrein, Region 2

8261

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

October 19, 1977

FILE:
NOTED
H. S. COULTER

FROM: John Bond
Const. Administration Engr.

SUBJECT: SW 72nd Ave.-SW Boones Ferry Road
Contract 8261

TO: E. L. Hardt
Region Engineer
PORTLAND

I am giving a copy of the contractor's October 6 claim material to Ed Johnsen. We will start trying to understand it and analyze it. Your people should be doing the same thing. I suggest we have a meeting within 10 days of just our interested people to share what we know by then and decide how to proceed. I realize the Resident Engineer is busy now on another project and we may be able to assign someone from our office to prepare graphs, tabulate data or whatever we find could be useful.

Time is of the essence, considering the interest factor and the possible federal funding complications. (See G. W. Wimer's October 3 letter.)

It would seem the County should also be advised of the claim. We leave that up to you.

JB:mk

cc: H. S. Coulter/att.
Jack Sollis/att.
Ed Johnsen
D. E. Swan/att.

RECEIVED
STATE HWY ENGR
OCT 19 '77
K
REFER TO

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Federal Aid Engineer

DATE: October 3, 1977

FROM: G. W. Wimer
Local Government Engineer

SUBJECT: S. Tigard Interchange-Boones Ferry Rd. Section
Kruse Way FAS 943 (Now FAU 9458)
Clackamas County

The project agreement of $1,185,648.18 of Federal Aid Secondary (FAS) funds was expended August 31, 1977. Additional landscape, right-of-way, and possibly contract claims are expected.

Normally the overrun would be no problem. Actual costs within reason would be paid and the County's share of FAS funds adjusted accordingly. This route, however, is now on the Urban (FAUS) system and FAS funds newer than 1972 cannot be used. Older funds have all been obligated with only incidental underruns available to off-set the overrun.

Use of FAUS, Interstate Transfer and plain County funds was discussed with County Engineer Winston Kurth. There are problems with each. He also points to a June 14, 1974 letter by F. B. Klaboe indicating $1,447,000 of 1972 FAS funds as being available for this project.

Use of any remaining 1972 FAS funds and then covering the balance with Transition Quarter (TQ) funds is logical. Whatever funds used would be considered in adjusting the County's FAS funds at the conclusion of this project.

Mr. Kurth is aware of the limited time the TQ funds might be available and other demands on these funds. He anticipates the Morman Church condemnation suit to be resolved in the next four months. It will be between the $100,000 offer and $500,000 demand. Construction, by a copy of this letter, is hereby made aware of the need for early resolution of any remaining claims.

Please, as discussed, unless you now find reason not to and immediately advise, proceed utilizing remaining 1972 FAS funds and the balance TQ funds.

GWW:lml

cc: Winston Kurth
L. W. Rulien
C. T. Keasey
Ed Hardt

RECEIVED
OCT 4 1977
CONSTRUCTION SECTION

REFERRED TO
John Bond
By Construction Engineer

25-1387

8261

Kearney Bros.
Construction Co.

PHONE (503) 639-0662 ● 18055 S. W. LOWER BOONES FERRY ROAD ● POST OFFICE BOX 407 ● TUALATIN, OREGON 97062

October 6, 1977

Department of Transportation
State Highway Division
Salem, Oregon 97310

Attention: State Highway Engineer

Subject: Contract No. 8261 --
S.W. 72nd Avenue Interchange -- S.W. Boones Ferry Road

Gentlemen:

The Final Estimate was mailed by you on July 12, 1977, and received by us on July 21, 1977. This notice is given pursuant to the provisions of Article 109.15, Standard Specifications for Highway Construction -- Oregon 1974.

Contractor believes the quantities and amounts specified in the Final Estimate are incorrect or insufficient in the following respects:

CLAIM I:

Reasonable costs and expenses incurred and not reimbursed due to suspension of work directed by OHD on August 5, 1975 and resulting from third-party judicial proceeding. The reasonable compensation sought is payable under the provisions of ORS 279.328 and recognized by OHD's communications, and particularly letter of October 14, 1975 of Edward L. Hardt, Regional Engineer, OSHD $232,981.07

CLAIM II:

Delays and additional costs incurred in receiving permission to cut trees to comply with clearing provisions of contract due to City of Oswego ordinances not cited in contract document or amendments 233.36

EQUAL OPPORTUNITY EMPLOYER

RECEIVED
STATE HWY ENGR
OCT 10 77

Forward:	$233,214.43

CLAIM III:

Miscellaneous claims under the various provisions of the contract not related to Work Suspensions resulting from litigation - - - - - - - - - - -	40,168.29
TOTAL:	$273,382.72

To the foregoing amounts Contractor requests payment of interest at the going rate of 6% per annum, at least as it relates to the items in Claim I. It is our position that the foregoing amounts are minimum amounts, and we reserve the right to recovery of additional costs under the various contract provisions and the statutes of the State of Oregon.

We would invite a request to meet with your designated representatives and exchange information.

Very truly yours,

KEARNEY BROS. CONSTRUCTION CO.

By Thornton Smith
Thornton Smith

Enclosures

cc: Mr. Paul Barnhart
OSHD
1919 N.W. Thurman
Portland, Oregon 97209

RECEIVED
STATE HWY ENGR
OCT 10 '77
REFER TO
Construction
FOR
PRC | CES | BRD | D/R | SMR | AAT | AP

KEARNEY BROS. CONSTRUCTION CO.

CLAIM I -- Reasonable Costs and Expense resulting from Work Suspension on August 1975 -- OSHD Contract 8261

Item		
1	Idle Equipment Costs -- August 5 to September 15, 1975	$175,415.69
2	Material Increase -- Cement Schedule	9,040.15
3	Additional Clearing Costs Schedule	6,961.23
4	Pay Increase -- F. H. McEwan Payroll and Payroll Tax	3,924.34
5	Conversion of time spreading machine to handle Cottrell flour	3,345.47
6	Increased Payroll Taxes	1,982.21
7	Excavation & Grading Delay -- September 15 thru September 18, 1975	3,448.63
8	Excess Costs -- Excavating & Grading -- September 22 thru October 16, 1975	6,975.00
9	Digging out CT line	17,413.78
10	Record Keeping and Clerical	3,274.57
11	Attorneys' Fees -- Representation in legal action resulting in Work Suspension and negotiating changes in subcontracts resulting from Work Suspensions	1,200.00
	TOTAL:	$232,981.07

D. E. Swan
Federal Aid Engineer

October 3, 1977

G. W. Wimer
Local Government Engineer

S. Tigard Interchange-Boones Ferry Rd. Section
Kruse Way FAS 943 (Now FAU 9458)
Clackamas County

The project agreement of $1,185,648.18 of Federal Aid Secondary (FAS) funds was expended August 31, 1977. Additional landscape, right-of-way, and possibly contract claims are expected.

Normally the overrun would be no problem. Actual costs within reason would be paid and the County's share of FAS funds adjusted accordingly. This route, however, is now on the Urban (FAUS) system and FAS funds newer than 1972 cannot be used. Older funds have all been obligated with only incidental underruns available to off-set the overrun.

Use of FAUS, Interstate Transfer and plain County funds was discussed with County Engineer Winston Kurth. There are problems with each. He also points to a June 14, 1974 letter by F. B. Klaboe indicating $1,447,000 of 1972 FAS funds as being available for this project.

Use of any remaining 1972 FAS funds and then covering the balance with Transition Quarter (TQ) funds is logical. Whatever funds used would be considered in adjusting the County's FAS funds at the conclusion of this project.

Mr. Kurth is aware of the limited time the TQ funds might be available and other demands on these funds. He anticipates the Morman Church condemnation suit to be resolved in the next four months. It will be between the $100,000 offer and $500,000 demand. Construction, by a copy of this letter, is hereby made aware of the need for early resolution of any remaining claims.

Please, as discussed, unless you now find reason not to and immediately advise, proceed utilizing remaining 1972 FAS funds and the balance TQ funds.

GWW:lml

cc: Winston Kurth
L. W. Rulien
C. T. Keasey
Ed Hardt

PROJECT MANAGEMENT OFFICE MEMO

Date 9-23-77

Subject Bruce Way File No.

Received (call) (~~visit~~) from Winston Kurth

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

History - Approved as FAS before FAUS adopted
Middle of PE drawings but no Eng
$1,447,000 FAS obligated
R/W Engr. at $31,000 w/ 10 match
99,000 Contract
100,000 Landscape
$500,000 One last R/W parcel (Mormon Church)
Need latest Const & R/W cost
Is R/W program adequate - If not can funds be transferred
What Complete Streets would be consistent

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROGRAM MANAGEMENT OFFICE MEMO

Date 9-23-77

Subject File No.

Received (call) (visit) from Winston Kurth

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Kruse way

In 1970 the Kruse Way proj. started $1,447,000 FAS obligated in an Urban area. R/W $270,000 Const $995,000 Landscaping $100,000

R/W will over run. Have 60-70,000 left. Mormon Church wants $500,000. County has offered $100,000. (This is the last R/W title)

Question: Can funds be shifted from one programming to another. (Into R/W that is)

Have Wimer or Harwell call Kurth.

Signature D. H. Moehring

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Setup in Improvement

	Total cost	Federal Funds	
Grading + Paving	*1,069,102 ~	*917,288.67 ~	includes 17,566.67 added to prevent lapse of Federal funds on 9-30-77
Landscaping	11,541 ~	52,000.00 ~	
R/W	270,000 ~	211,100.00 ~	
P. E.	1,241.05 ~	65%.51 final	
	*[illegible]	*1,185,648.18 ~	

Interstate Jobs has been excluded

Expenditures to [illegible]

	State cost	Federal cost	3" code
Grading Paving	*1,141,487.18 ~	*844,722.00 ~	80,365.43
Landscaping	34,726.02 ~	27,100.45 not complete	
R/W	264,877.41 ~	177,542.66 not complete	
	1,241.05	65%.51 final	
	*1,442,331.25	*1,105,022.62 + [illegible] = *1,[illegible]	

Based on [illegible] that will not be sufficient to [illegible] so no funds would be available [illegible].

[illegible] finish as yet and is not eligible to receive additional which would include [illegible] for the [illegible] would [illegible] the [illegible].

[illegible] Planning Transition grants for [illegible] of funds for this, or the City will not receive [illegible] to have Corps approval.

Carl 9-23-77

8261

August 8, 1977

Mr. Don Madison
1565 - 24th Street, N. E.
Salem, OR 97301

Dear Mr. Madison:

As I promised you during our recent conversation, we have reviewed the shoulder curbing that is installed in the vicinity of the northbound off-ramp at the Lower Boones Ferry Road Interchange.

This curbing was installed as a portion of the Interstate construction project that recently occurred throughout this section. The purpose for the curbing is to provide a physical separation from the travel lanes on Lower Boones Ferry Road and a bicycle path. It is our sincere opinion that the curbing is necessary to provide safe conditions for the bicyclists.

We do agree that something can be done to improve the visibility of the curb and make the drivers of motor vehicles through this area more aware that the curb exists. The Region Engineer is taking the necessary steps to have this curb painted and reflectorized so that both daytime and nighttime visibility will be improved.

We will carefully observe the area to determine whether the better visibility has taken care of the problem of cars striking the curb.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
H. S. Coulter
J. H. Versteeg
L. E. George
E. L. Hardt
Don Shaffer

LEG:ds/ESH:ja

8261

July 14, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8261 awarded to Kearney Bros. Construction Co. for work on the S.W. 72nd Avenue Intchge.-S.W. Boones Ferry Road Section of the Beaverton-Tigard and Pacific Highways in Washington and Clackamas Counties was completed on March 9, 1977 and accepted by the State Highway Engineer on July 14, 1977.

Final payment in the amount of $4,999.15 will be released to the contractor after July 19, 1977. The total contract amount is $1,533,104.59 including $21,059.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Kearney Bros. Construction Co.
18055 S.W. Lower Boones Ferry Road
Tualatin, OR 97060

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8261

1

DATE: June 9, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Contract No. 8261
S.W. 72nd Ave.-S.W. Boones Ferry Rd. (Kruse Way)

This project was recently completed, with an indicated 8.9 percent overrun. The project involved construction of 1.3 miles of new divided and curbed four-lane road easterly from I-5 plus reconstruction of the interchange connections with I-5, and overlay with minor revisions of a short section of the Beaverton-Tigard Highway westerly from the I-5 interchange. The project involves three kinds of federal-aid funding.

Engineering cost is more than twice the amount authorized. A court injunction sought by several individuals and organizations stopped work on the project soon after it was awarded in August 1975. This stoppage lasted 28 days, but the project was virtually completed the following year. Several plan changes for signals and signing items delayed final completion of the project. The public controversy and possible claims from the contractor required more careful monitoring of the work and minor plan changes.

Your approval is requested of an increase of $145,753.58 to a new total project authorization of $1,783,047.08. This item will be on the Consent Calendar for your consideration at the June 21 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
E. L. Hardt
Program Management
V. E. Skoog
George Bell
Max Klotz

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project S.W. 72nd Ave. - S.W. Boones Ferry Rd. Date May 3, 1977

Highway Beaverton-Tigard, Pacific, FAS 943 Contract No. 8261

County Wash., Clackamas Kind of Work Grading & Paving Contractor Kearney Bros. Construction

	Authorized	Estimated
Contract Amount	$ 1,439,722.00	$ 1,380,990.21
Anticipated Items	15,650.00	11,376.92
Contingency (4½%)	65,491.74	147,045.04
Engineering	116,429.76	243,634.91
Credits		
PROJECT COST	1,637,293.50	1,783,047.08
NET INCREASE $		145,753.58 OR 8.9 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
Engineering	243,634.91	+ 127,205.15

Principal reasons for overruns (Continue on reverse side): Plan changes do to Signal, sign revisions and political pressure resulted in extra engineering and holding the project through one additional winter period, which resulted in higher engineering costs.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ Construction or Bridge Engineer

Confirmed by _____ Regional Engineer

Noted by _____ State Highway Engineer

SP*68727-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8261

Salem, Oregon

June 7, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

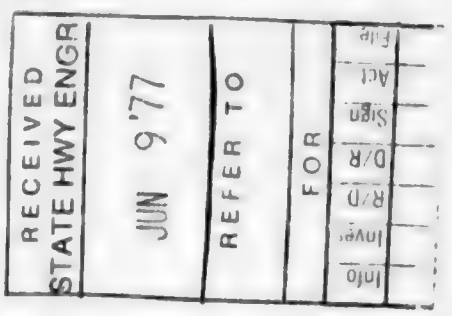
SUBJECT: S.W. 72nd Ave.-S.W. Boones Ferry Road (Kruse Way)
Contract No. 8261
Request for Increase in Project Authorization

This project was completed March 9 of this year and with an indicated 8.9 percent overrun due entirely to engineering costs. The project involved construction of some 1.3 miles of new divided and curbed four-lane road easterly from the I-5 Freeway plus reconstruction of the interchange connections with I-5, and overlay with minor revisions of a short section of the Beaverton-Tigard Highway westerly from the I-5 interchange. The project involves three separate kinds of Federal-aid funding.

Engineering cost is more than twice the amount authorized (110 percent overrun). A review of the accumulation of the engineering charges shows that this is not entirely due to the second winter period (76-77). Engineering was overrunning badly a year earlier. Some pertinent dates and engineering cost information are as follows:

		Engineering Cost	Engineering % of Authorization
Start contract time	8- 1-75		
Stop work (Court intervention)	8- 5-75	$ 10,868	9.3
Resume work	9- 2-75	10,868	9.3
Last work (1976 season) Contract 16.9% done	12- 6-75	33,658	28.9
Contract 19% done	1-31-76	57,384	49.2
Contract 30% done	6-26-76	106,320	91
Contract 90% done (350 days allowed expired)	11-13-76	184,785	158
Contract 94% done	1- 1-77	206,613	177
Project open to traffic	1-15-77		
Project completed	3- 9-77	243,634	208

The basic project was completed within the 1976 construction season as originally intended. The landscaping work was deleted and will be performed under a separate contract. The early stop work period in the fall of 1975 was only 28 days due to the court action which stopped the project. The contractor has not presented a specific claim because of this, but has indicated one would be forthcoming. This has probably added to the engineering costs by requiring more careful documentation of the contractor activity.



I note that during the last one-third of the contract time, there were 12 added orders related to just sign or signal work (seven of these are state force orders, as we tried to minimize further impact on the contractor's operation). If and when a specific impact claim is forthcoming from the contractor, we will request additional Federal participation in the engineering cost to analyze and respond to such a claim.

Work involving new negotiated pricing amounts to about 7-1/2 percent of the original contract amount, so we do not have to go to PCRB. A rough draft letter to the Transportation Commission requesting an increase of $145,753.58 to a new total authorization of $1,783,047.08 is attached.

JAB:fr

Att.

cc: Marion Craft
Robert Church

8261 SW 72nd Ave Int-SW Boones 1975
Ferry Rd Sec Beaverton-Tigard Hwy
(Grad, pav. sigs. & signal #5

CA 5359 6-30-75

CA 5336 7-11-75

n 81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8261

APPLYING TO CONTRACT PROJECTS

Order No. 13

Section SW 72nd Avenue - SW Boones Ferry Road Date May 20 19 77

Highway Kruse Way, Beaverton - Tigard F.A.P. No. US-466(13); SU-532(3); I-5-5(66)293

County Washington & Clackamas Prefix 134-1070 Account No. 270-13

Description of Work To Be Done:

Traffic signal phase revision, loop detector revision and added left-turn green arrow lenses to the two existing signal heads.

Location by Station Numbers:

Kruse Way at Interstate 5 northbound off-ramp and Bangy Road.

Estimate of Quantities and Costs:

Controller phase & signal head revisions		$1,200
Loop detector revision		$2,000
	Lump Sum	$3,200

Explanation:

The added traffic signal equipment is needed to make the intersection function safer and with more efficient timing.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,637,293.50
Present estimate of project cost, including $3,200.00 for work under this order	$1,763,063.94
Expected ~~XXXXXXXX~~ over-run (amount)	$ 125,770.44
Expected ~~XXXXXXXX~~ over-run (per cent)	7.7

Space to right of this line is for use of Salem Office

Submitted by: Paul W. Wheeler
Region Construction Assist. ~~XXXXXXXXXX~~ Resident Engineer

Approval Recommended: Marvin Cook
Regional Engineer

Approval Recommended: .....
For Construction Engineer or Bridge Engineer

Approved: T. Reagy 5-25-77
Construction Engineer

SP**79803-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

May 9, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Signal Revisions
Kruse Way at Bangy Road
Clackamas County
Contract No. 8261

Attached are sketch maps of loop detector revisions at the above intersection. As a supplement to the change in phasing, it would be desirable to revise the loop detectors to provide a safer and more efficient operation.

Further analysis of the signal operation resulting from the new phasing has eliminated any need for changing the overhead signing.

The estimated cost of the loop detector revision by State Forces is $2,000.

L. E. George
Traffic Engineer

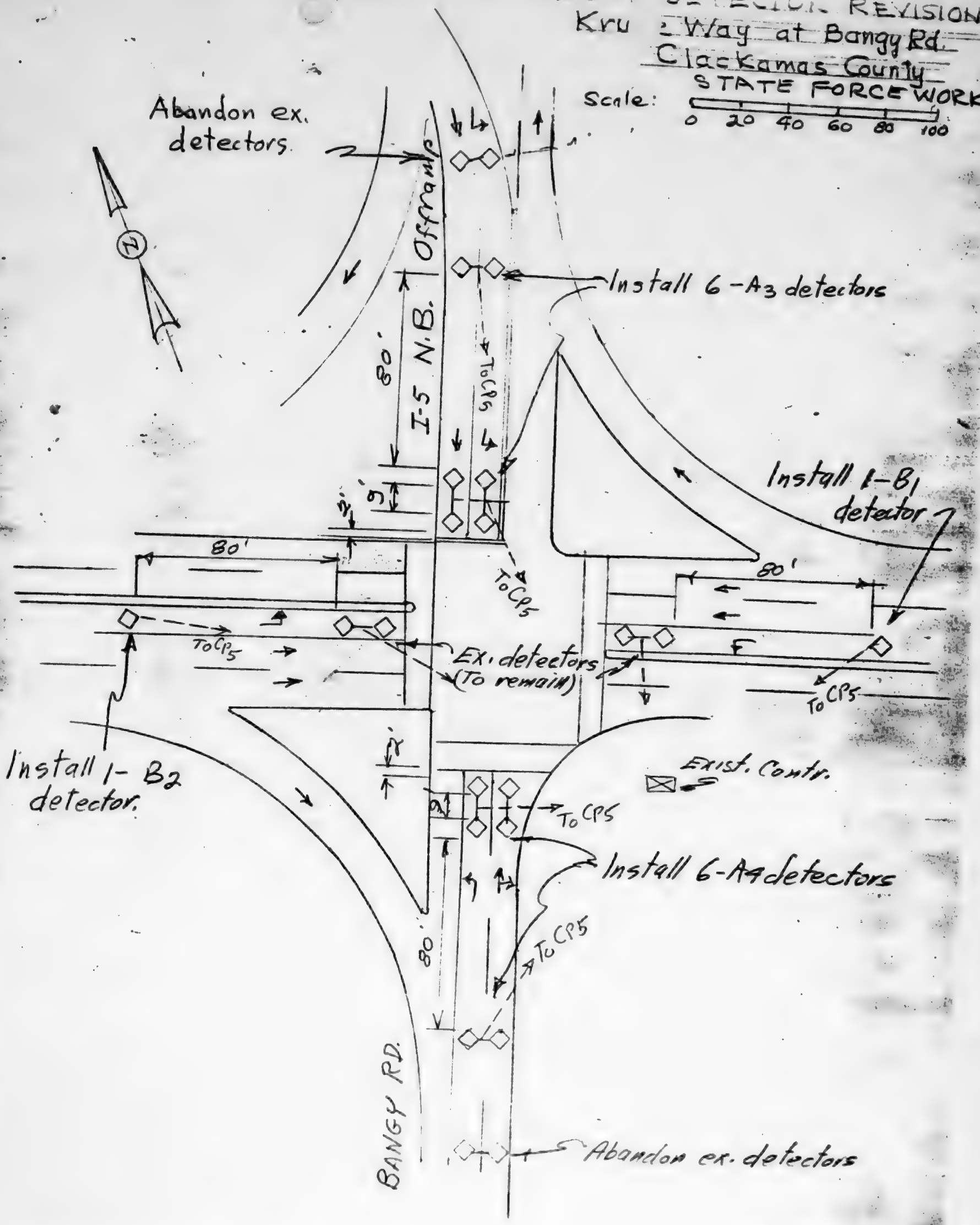
WRZ:ds
Attachments

5-11-77
Ed Hunt.
Ok make this revision soon. The materials are on hand.
Ed
cc Mosbrucker
George
Klabo.

RECEIVED
STATE HWY ENGR
MAY 10 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

I-5 DETECTOR REVISION
Kruse Way at Bangy Rd.
Clackamas County
STATE FORCE WORK

Scale: 0 20 40 60 80 100



5/9/77

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8261

APPLYING TO CONTRACT PROJECTS

Order No. 11

Section S.W. 72nd Ave. - S.W. Boones Ferry Rd. Date March 30, 1977

Highway Beaverton - Tigard US-466(13)

County Washington and Clackamas F.A.P. No. I-5-5(66)293, SU-592(3)

Prefix 134-1070 Account No. 279

Description of Work To Be Done:

Install safety straps to catch basin grates on all inlets between Bangy Rd. and Carman Drive.

Location by Station Numbers: Sta. 482 to 530

Estimate of Quantities and Costs:

Labor	$ 20.00 each
Material	5.00 each
Total	$ 25.00 each

$ 25.00 each @ 45 = $ 1,125.00

Explanation: Standard C-1 inlets were installed. This section of road will have bike traffic and will require safety straps.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,637,293.50
Present estimate of project cost, including $ 1,125.00 for work under this order	$1,760,301.19
Expected ~~under-run~~ over-run (amount)	$ 123,007.69
Expected ~~under-run~~ over-run (per cent)	7.6

Space to right of this line is for use of Salem Office

Submitted by: Harold E. Bradford
Resident Engineer

Approval Recommended: T. Marvin Cook
for Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: V. Kenagy
Construction Engineer

4-11-77

RECEIVED
HIGHWAY ACCOUNTING

SP**79602-734

...AY DIVISION

Order for State Force Wor.. Contract No. 8261

APPLYING TO CONTRACT PROJECTS Order No. 10

Section S.W. 72nd Ave. – S.W. Boones Ferry Rd. Date March 18, 1977, 19

Highway Beaverton – Tigard F.A.P. No. US-466(13) I-5-5(66)293, SU-592(3)

County Washington and Clackamas Prefix 134-1070 Account No.

Description of Work To Be Done: To modify traffic controller at sta. 482+70 to handle Pedestrian Signals called for by Price Agreement No. 14.

Location by Station Numbers: Sta. 482+70

Estimate of Quantities and Costs:

Labor	210.00
Material	370.00
Total	580.00

Explanation: The electrical contractor is not responsible or capable of rewiring the controller to handle additional circuits. But State Forces are capable. This additional work was made necessary by additional pedestrian signals at this intersection called for by Salem at a date to late to have modification done by others. ?

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,637,293.50
Present estimate of project cost, including $580.00 for work under this order	$1,759,176.19
Expected ~~under-run~~ over-run (amount)	$121,882.69
Expected ~~under-run~~ over-run (per cent)	7.5

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Regional Engineer

Approved: [signature] Construction Engineer

3-22-77

SP*7000-734

8.11

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. 72nd Ave. - S.W. Boones Ferry Rd.		WEEK ENDING: March 12, 1977
		SECTION PREFIX: 134-1070
HIGHWAY: Beaverton - Tigard		COUNTY: Washington, Clackamas
NAME OF JOB: S.W. 72nd Ave. - S.W. Boones Ferry	KIND OF WORK: Grading, Paving, Signals, and Signs	
CONTRACTOR: Kearney Bros. Construction Co.	CONTRACT NUMBER: 8261	FEDERAL AID PROJECT NUMBER: SU-592(3) I-5-5(66)293, US-466(13)
DATE OF CONTRACT: July 17, 1975	DATE WORK STARTED: July 30, 1975	ESTIMATED COMPLETION DATE: March 9, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 1 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 369	CALENDAR DAYS USED 366½
PROJECT AUTHORIZATION: $1,637,293.50	SPECIFIED COMPLETION DATE: March 3, 1977	PERCENT OF TIME ELAPSED: 99%
EXCLUSIVE OF ENGINEERING: $1,520,863.74	ENGINEERING AUTHORIZATION: $116,429.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,539,412.17	ENGINEERING COST TO DATE: $43,634.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN: 3 %	PERCENT OF AUTHORIZATION: 208 %	DATE PROJECT WAS COMPLETED: March 9, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.75				1.75
MILES PARTIALLY COMPLETED	1.75				1.75
MILES COMPLETED	1.75				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	77,400 syd	31,600 ton			14,900 ton
TOTAL QUANTITIES CORRECTED TO DATE	82,975 syd	28,106 ton			18,336 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	82,975 syd	28,106 ton			18,336 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Rain	0		No days charged because of material not being
MONDA 7	Rain	0		available for Price Agreement No. 8.
TUESDAY 8	Rain	0		
WEDNESDAY 9	Rain	1		
THURSDAY				
F IDAY				
SATURDAY				

Kearsey K Richards
Bond B Glenn
Jackmond J Berg
Harwood
Johnsen
Walker

RECEIVED
MAR 15 '77
CONSTRUCTION SECTION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	**No Activity**
MONDAY 7	**No Activity**
TUESDAY 8	**No Activity**
WEDNESDAY 9	**Hamilton hanging signal heads at Boones Ferry Rd. This completed the project and Second Notification was made out for the 9th.**
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED _____ LOCATION **Portland**

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8261

144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8261

Salem, Oregon

February 17, 1977

FROM: C. T. Keasey
Construction Engineer

SUBJECT: S.W. 72nd Ave. Interchange
Beaverton-Tigard Highway

TO: J. H. Versteeg
Road Design Engineer

Attached is a report from Region I concerning a problem at the northbound 72nd Ave. off-ramp from the Beaverton-Tigard Highway.

The recommended solution is the extension of the extra northbound lane full width for 500 ft. past the gore point with a 50:1 taper from there ahead toward Tigard.

I believe the file is self-explanatory. Please work up a small contract to accomplish this with the signing to be done by State forces.

CTK:fr

Att.

cc: L. W. Rulien
Marion Craft

Versteeg ✓
Olson
Scott
Swenson
Savage

RECEIVED
FEB 17 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8261

FORM 41.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 16, 1977

FROM: J. H. Versteeg
Road Design Engineer

TO: Marion Craft
Region 1 Construction Engineer

SUBJECT: SW 72nd Ave. Interchange
and Highway 217
Beaverton-Tigard Highway
Proposed Merging and Signing
Contract No. 8261

NOTED
E. S. HUNTER

The 72nd Avenue Interchange is presently under study for possible revision. One plan, attached, would provide a loop on-ramp in the northeast quadrant. If this plan were selected, it would conflict with your proposed escape lane extension.

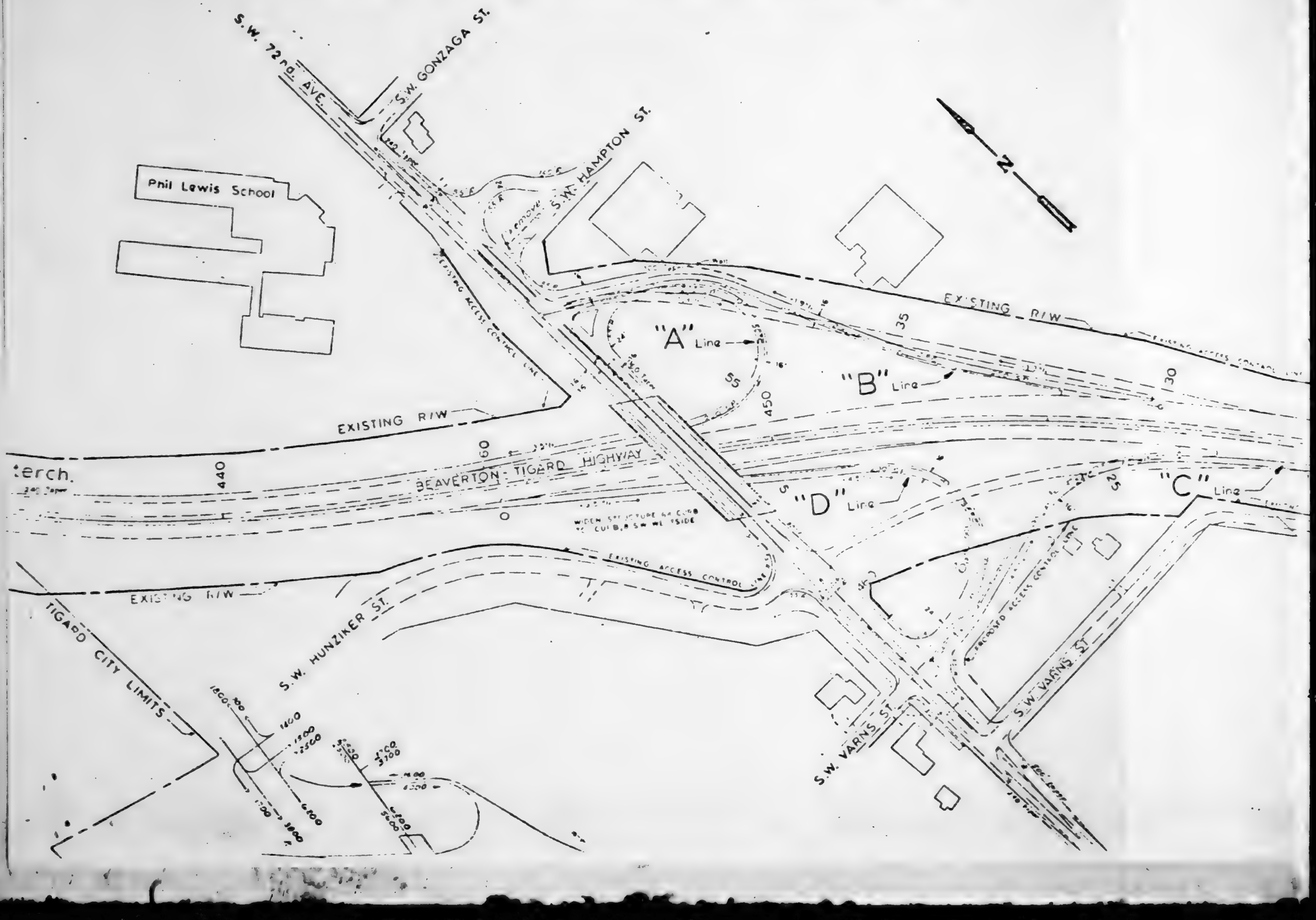
Under these circumstances it is recommended you try some signing revisions to help the situation but leave the escape ramp alone until such time as the interchange is reconstructed or a firm design has been established.

Sent 2-22-77
E S Hunter

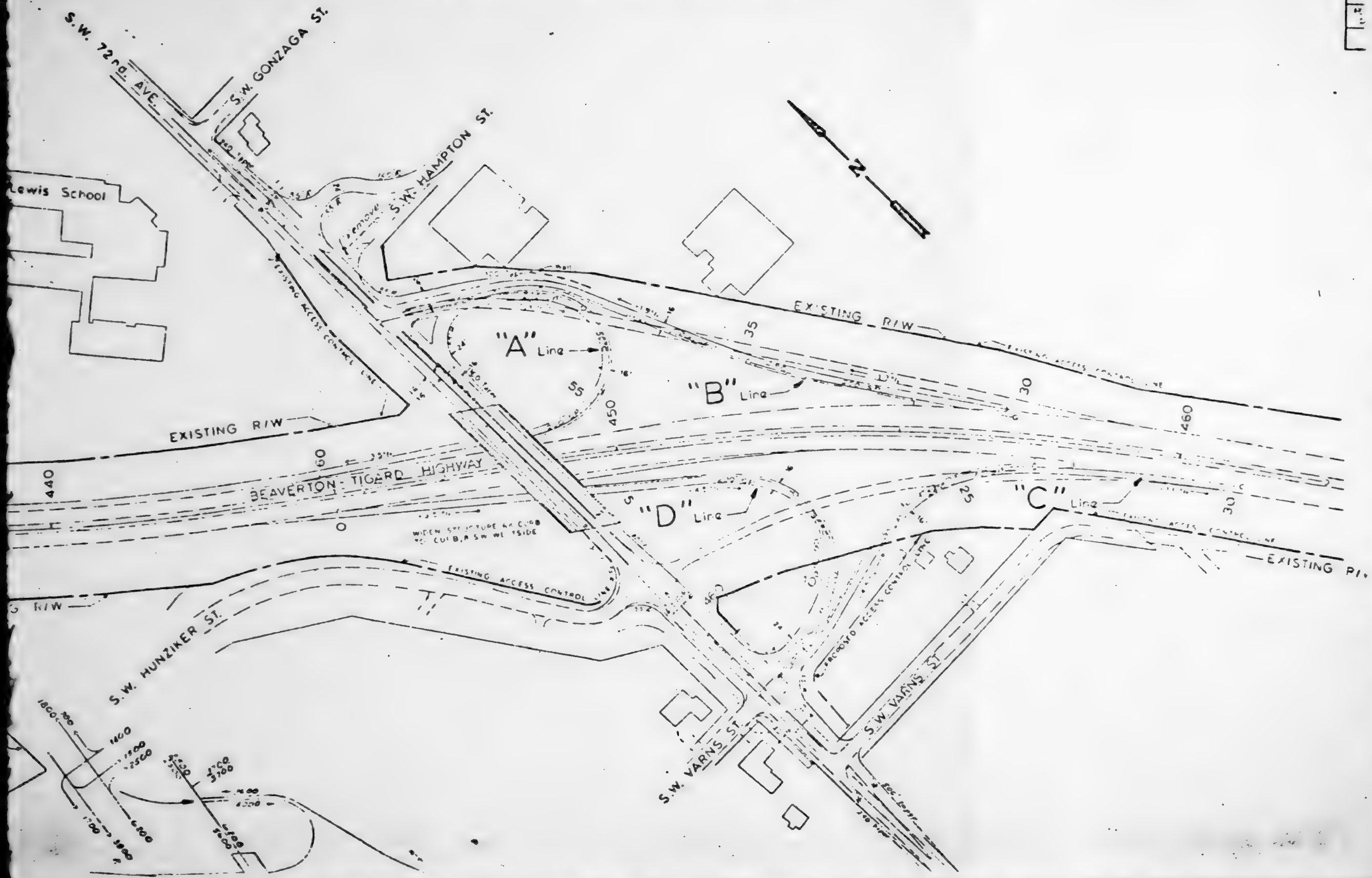
DNS:jh
cc: C. T. Keasey (w/attachment)
L. E. George (w/attachment)

RECEIVED
STATE HWY ENGR
FEB 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

S.W. 72 nd. AVENUE INTERCHANGE



S.W. 72 nd. AVENUE INTERCHANGE



8261

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8261

Salem, Oregon

February 11, 1977

FROM: C. T. Keasey
Construction Engineer

SUBJECT: S.W. 72nd Ave. Interchange
Beaverton-Tigard Highway

TO: E. S. Hunter
Deputy State Highway Engineer

The attached report from Marion Craft points out a problem resulting from the construction of the S.W. 72nd Ave.-S.W. Boones Ferry Road (Kruse Way) project.

I agree with Paul Barnhart that we should not add this work on to the existing contract with Kearney Bros., as this would only further delay the final completion of that contract.

I have to also agree with Bill Geibel that this project is a little large to do with State Forces considering the efforts of the A.G.C. and the P.C.R.B. to further reduce the size of betterment type construction projects done by State Forces.

I recommend that we prepare and let a small contract to do the necessary grading, base, and pavement work, with the signing revisions by State Forces.

CTK:fr

Att.

cc: Marion Craft

EH
2-15-77

Keasey - Ltr Handle

cy/enc. Ylastig
Bud George
2-15-77

RECEIVED
STATE HWY ENGR
FEB 14 '77
REFER TO
FOR

FORM H1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

February 10, 1977

FILE: CON

FROM: MARION CRAFT
Region Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: SW 72nd Ave. Interchange and Highway 217
Beaverton-Tigard Highway
Proposed Merging and Signing
Contract No. 8261

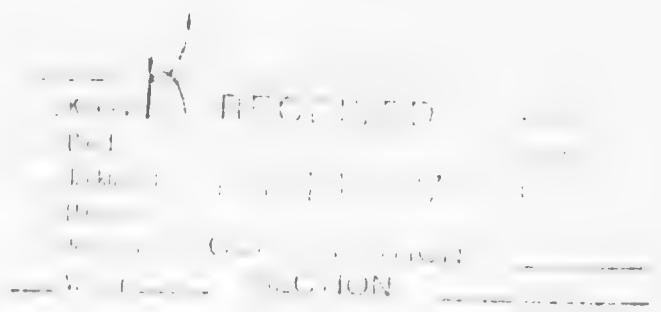
Since opening the Kruse Way portion of this highway a problem has developed. A large number of cars turn off the I-5 freeway (northbound) and enter Highway 217 (westbound). After the drivers cross the freeway structure and proceed westbound a short distance, there is a lane peeling off to SW 72nd Ave. Although there is a sign on the sign bridge just west of the freeway structure designating the 72nd Ave. lane as "Exit Only", it seems that very few people see it and there are many cars that don't want to leave Highway 217 that find themselves either going on this off-ramp or swerving back onto the shoulder of Highway 217. Ron Failmezger has studied this situation and doesn't feel that there is any way to sign the area to prevent cars from getting trapped in the right lane which goes onto 72nd Ave.

Paul Barnhart has made an estimate of $28,512.00 to add a minimum of 500 feet of full-width third lane beyond the gore point of the westbound off-ramp to SW 72nd Ave. and taper it back into Highway 217. Paul does not want to get the Kruse Way contractor involved in any additional work. The job is practically done except for minor cleanup, the equipment is off the job, and for whatever bearing this might have, we are expecting a good-sized claim from the contractor due to delay of job, escalation of costs, etc.

Bill Geibel is a little apprehensive about doing a job this size with his State Forces, but as a last resort State Forces could do the job. The engineering for the Kruse Way job is badly overrun, but the total job costs should still be within acceptable limits.

What is your opinion as to how we should proceed? Is a small contract possible -- should we write a State Force Order and have our crews do the job -- should be approach Kearney Bros. and have it done by Extra Work -- or should we do anything? I don't know of any accidents at this location due to this situation, but I have observed, many times, cars being trapped in the SW 72nd Ave. off-ramp that didn't want to be there.

MC/cr
cc L. E. George w/attachment
Hal Versteeg "



Form 81.734.5038

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

January 28, 1977

FILE:

FROM: Paul R. Barnhart
Resident Engineer

TO: Walt Hart
Region Engineer

SUBJECT: S.W. 72nd Ave. Interchange
And Hwy. 217 (Beaverton-Tigard)
Proposed merging lane and signing

Attatched you will find a copy of William Geibel's letter (Dec. 14, 1976) and Ron Failmezger's letter (Dec. 17, 1976) concerning the potential safety hazard of the " Exit Only " lanes for west bound traffic between the South Tigard Interchange and the S.W. 72nd Ave. Interchange, two (2) maps (one showing the basic alignment and one showing the traffic counts for that area), one page showing the basic typical section, a calculation sheet showing estimated quantities of materials and an estimated break down of costs for constructing the proposed merging lanes and installing the signs.

Mr. Failmezger has proposed an additional 500 feet (minimum) of a full width third lane beyond the gore point of the west bound off ramp at the S.W. 72nd Ave. Interchange and the a taper of 50:1 back to the two (2) main lanes of Hwy. 217. He also suggests the installation of a " Right Lane Ends " sign at sta. "L" 452 ± left and a sign showing the lanes merging at sta. "L" 445+80 ± left. The existing sign at Sta. "L" 448+50 will be removed and reinstalled at another location to maintain a safe distance between it and the proposed merging lane. This additional distance of full width third lane and the signs will provide the through traffic which did not see or ignored the " Exit Only " signs more warning and more time to merge with the through traffic in the existing two main lanes of Hwy. 217.

Paul R. Barnhart

RECEIVED

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

December 17, 1976

ORIGINAL SIGNED BY
R. W. FAILMEZGER

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: WALT HART
Region Engineer

SUBJECT: LANE DROP SIGNING
SW 72nd Ave. Interchange
Lower Boones Ferry Rd.
Section
Contract 8261

District Engineer Bill Geibel has received some complaints through Lucy Sarles about the West bound lane on the Beaverton-Tigard Highway, ORE 217, which exits to SW 72nd Avenue. Under the current contract a third lane has been added between the I-5 interchange and 72nd Avenue interchange. The design calls for the standard escape lane at the gore and overhead signing which indicates that the right lane is exit only.

As you are probably aware, there is an extremely high volume which exits North bound from I-5 to West on ORE 217, which is the right lane as they travel West on ORE 217. This is the same traffic volume that proceeds from East bound on ORE 217 South onto I-5 where we have designed a lane that continues through the Carmen Drive interchange past the gore point.

It would seem reasonable that a similar treatment would be appropriate at the West bound ORE 217 lane drop situation at the SW 72nd Avenue interchange. In order to provide this, there would need to be a minimum of 500 feet of full width third West bound lane on ORE 217 past the gore point and then a 50 to 1 taper back into the normal two lane section. This would be the minimum section in order to handle the lane drop signing. as shown on the attached sketch.

I don't feel there is any way to sign the existing condition so that there will not be those trapped in the right lane as they pass the gore for SW 72nd Avenue. It is recommended that we proceed to get approval to add this construction to the existing project for traffic handling.

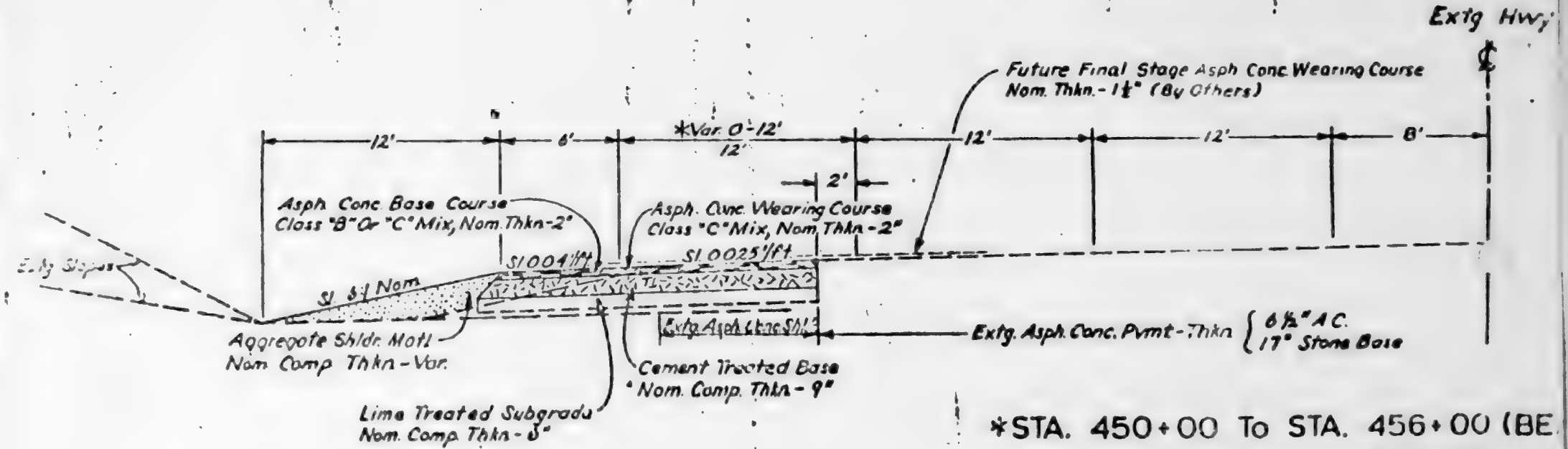
RWF/ggw

cc Bill Geibel
Paul Barnhart

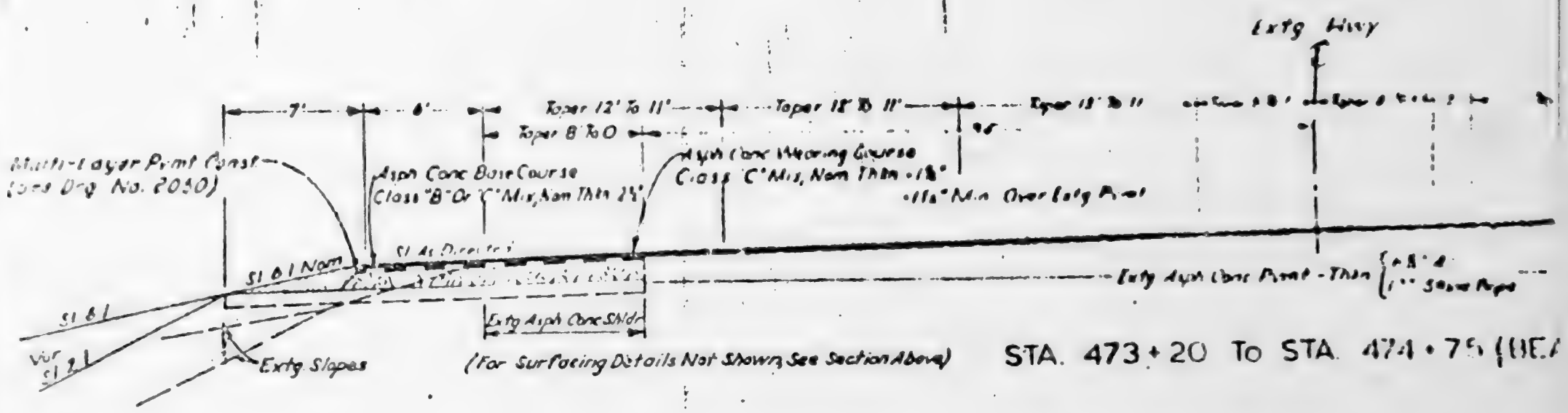
Attachment

RECEIVED
DEC 20 1976
PAUL K. BARNHART
Resident Engineer

TYPICAL SECTIONS



*STA. 450+00 To STA. 456+00 (BE
459+00 To 472+90


Exist Hwy
7'
6'
Taper 12' To 11'
Taper 8' To 0
Taper 18' To 11'
Taper 18' To 11
Multi-Layer Print Const.
(See Dwg No. 2050)
Asph Conc Base Course
Class "B" Or "C" Mix, Nom Thkn 2½"
Asph Conc Wearing Course
Class "C" Mix, Nom Thkn - 1½"
1½" Min Over Exist Pvmt
Sl. 6:1 Nom.
Sl. As Directed
Exist Asph Conc Pvmt - Thkn { 6½" A.C. 17" Stone Base
Sl. 6:1
Var. Sl. 2:1
Exist Asph Conc Shldr.
Exist. Slopes
(For Surfacing Details Not Shown, See Section Above)

STA. 473+20 To STA. 474+75 (BE

S.W. 72nd AVE. INTERCHANGE

SW 72nd AVE

New

RIGHT LANE ENDS

New

Structure is within existing sight distance

500' full width

Taper 50:1

455'

460'

445'-50' R/W

R/W

BEAVERTON-TIGARD HWY

Access Control Line

2°CR
Δ 10°23'30"
T 791.55
L 600'sp
S 6°00'
e 0.33

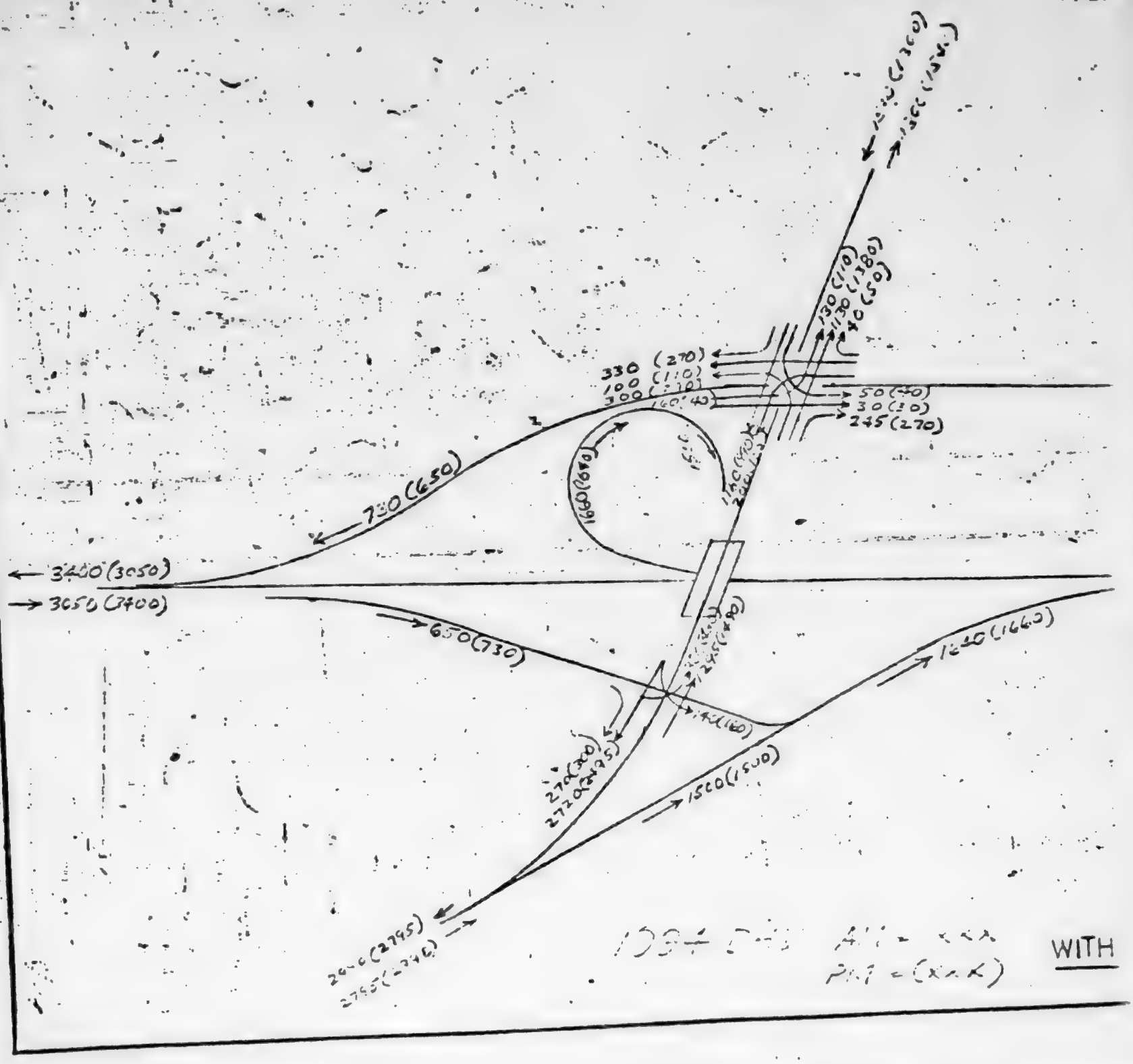
SW VARNS ST

EXIT

SW 72ND AVE - BEAVERTON-TIGARD
FAS 9

WASHINGTON	
HB 9303 D. No.	STATE
10	OREGON

INES RD. INT. .3 MI.



K&E 170183

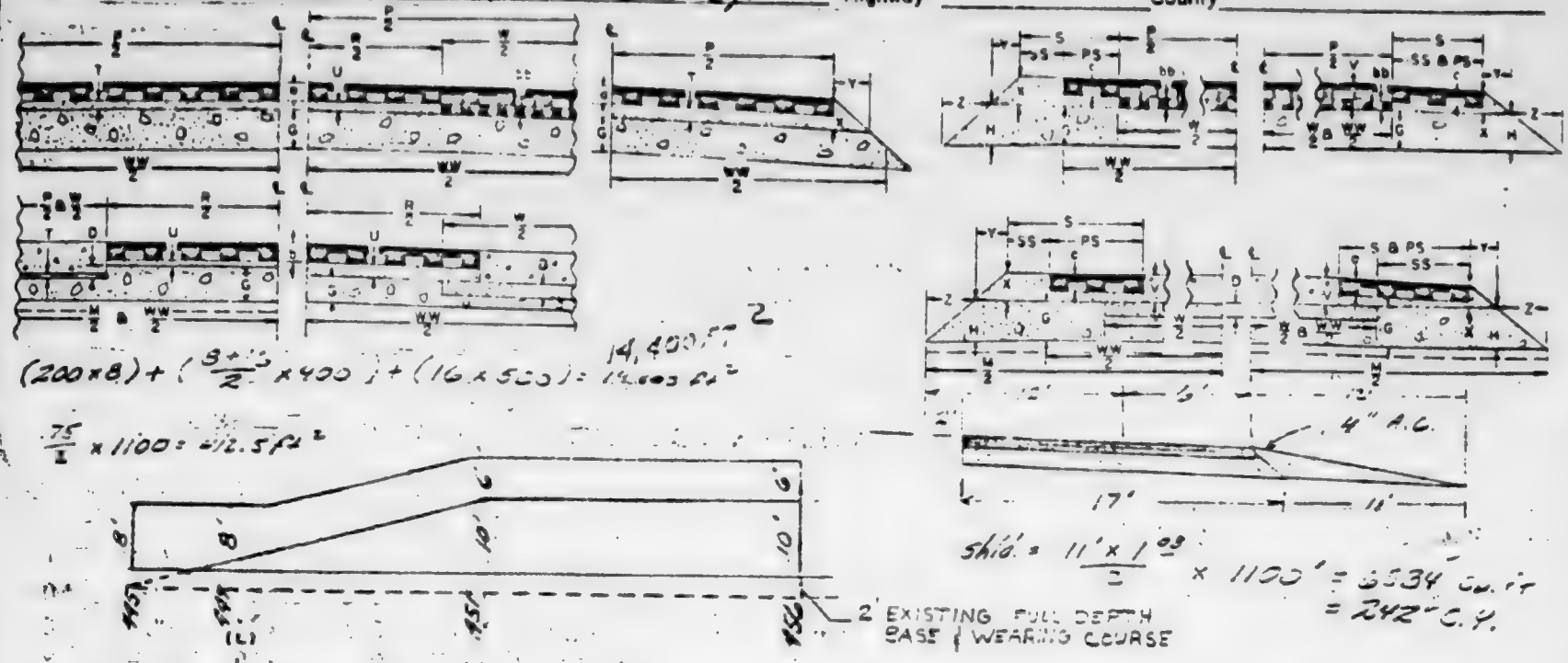
Surfacing Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

Sheet 1 of 1 Sheets

Mode By M Date 1-6-27 Checked By _____ Date _____

Section 72nd Ave Intch Lane Imp Highway _____ County _____



Length of Section 1100 Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity 2.85

LIME TREATED SUBGRADE (M) (L) (d)

$\frac{14850+1100}{9}$ = 1767 Sq Yds (Depth in inches)

STONE BASE

$\left[\frac{(0)\ (H)\ (SS+Y)}{2} \times \ldots \pm \frac{(H)\ (Z)}{2} \times \ldots\right] + \left[\frac{(G)\ (H)\ (SS+Y)}{2} \times \ldots + \frac{(H)\ (Z)}{2} \times \ldots\right] \frac{(L)}{27} (\quad) = \_\_\_\_$

$\left(\frac{(WW)\ (G)\ (L)}{27} \times \times \right)$ or $\left[\frac{(WW)\ (G)}{27} \times - \frac{(D)\ (W)}{27} \times \right] \frac{(L)}{27} = \_\_\_\_$

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{(R)\ (U)}{27} \times + \frac{(P)\ (T)}{27} \times \right] \frac{(L)}{27} (\quad) = \_\_\_\_$

Shoulders $\left[\frac{(V)\ (X)\ (S)}{2} \times + \frac{(X)\ (Y)}{2} \times - (PS)\ (C) \times \right] \frac{(L)}{27} (2) (\quad) = \_\_\_\_$

242 → (1.30) = 315 Cu Yds; (2**) = 194 Tons

WATERING

Crushed Material _____ Cu. Yd x .025 = _____

Earthwork _____ Cu. Yd x _____** = _____ } _____ M-Gals

** Furnished by Construction Department

CEMENT TREATED BASE $\frac{(W)\ (D)\ (L)}{27} \times \times \frac{}{27} (\quad)^{*} =$ _____ (e) Tons

Cement in CTB .05 x (e) _____ = _____ Tons

Asphalt in Seal _____ (W) x _____ (L) x .000091 _____ Tons

PLANT-MIX BITUMINOUS BASE 19,800 + 594 (W) x _____ (bb) x _____ (Tons/Sq Ft Thick)* = 866 (f) Tons

Asphalt in Bituminous Base Mixture 05 x _____ = 43 Tons

ASPHALT CONCRETE PAVEMENT

Roadway _____ (P) − (PS) x 19,802 ft² (L) x 4" (s) x _____ (Tons/Sq Ft Thick)* = _____

Shoulders & Median _____ x _____ x _____ x _____ = _____ } 570 (g) Tons

Asphalt Cement in Mixture 06 x _____ = 32 Tons

*See other side for factor

NOTE Use only [illegible] sheet which is colored

The dimensions "R", "P", "T" & "S" shall be expressed in inches when used in calculations, & Pavement or Plant-Mix Shoulder Width

All other dimensions shall be expressed in feet to the nearest tenth

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

January 28, 1977

FILE:

FROM: Paul R. Barnhart
Resident Engineer

TO: Mr. Walt Hart
Region Engineer

SUBJECT: S.W. 72nd Ave. Interchange
And Hwy. 217 (Beaverton-Tigard)
Proposed Merging Lane & Signs
Break Down of Estimated Costs

Estimated Costs

Equipment	2 Trucks for 2 Days = 32 hrs. @ $12.00/hr.	$ 384.00
	1 Loader for 2 Days = 16 hrs. @ $20.00/hr.	$ 320.00
	1 Blade for 2 Days = 16 hrs. @ $23.00/hr.	$ 368.00
Labor	4 Men 8 hrs/day for 2 Days = 64 Manhours @ $ 15.00/hr.	$ 960.00
		$ 2032.00
Furnish and Install Two (2) signs (1 " Right Lane Ends " & 1 illustrated merging lane sign)		$ 200.00
Remove and Reinstall Existing Sign @ "L" sta. 448+50		$ 500.00
A.C. in Place (Base and Wearing Course) 1250 tons @ $ 18.00/ton		$ 22,500.00
		$ 25,232.00
Engineering and Contingincies (13 %)		$ 3,280.00
Total		$ 28,512.00

FAS 943
Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

February 11, 1977

Mr. Donald Harwell
Field Engineer
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

SUBJ: Reimbursement for partial costs incurred by Clackamas County on FAS 943 (Kruse Way)

Except for one additional file. (44393-A, Bringham Young University), Kruse Way right-of-way costs are complete.

It appears this last file may linger for some time pending the outcome of some legal problems. The County, therefore, would like to request a partial billing at this time and send in a final billing upon completion of the Brigham Young University file.

WINSTON W. KURTH - County Engineer

By Wilbur Schick

WILBUR SCHICK - Chief of Right-of-Way

2/15/77
To Dick Hacek

Enclosure: Cost Billings

cc: Ken Rolfe
Regional Right-of-Way Supervisor
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon 97202

Hopkins
Harwell
Holton
Prange
Unrein

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HA - FILE

Project # 54-592(1)

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655 8521

Kruse Way

867. Fed. Part.

File No. 44393-A B.Y.U.

Appraisals

Elmer Kolberg (PO 60707)	$1500.00
Clyde Buettner (PO 73098)	$1000.00
Dave Lau (PO 71349)	$ 700.00
Dave Lau - Reinspection - (PO 71349)	$ 24.00
Title Report (PO 70959)	$ 51.00
Attorney's Fees (PO 74935) Filing Costs	$ 246.00
Release from Pearl P. Kruse (PO 77934)	$ 200.00
Aerial photo for Court Exhibit (PO 76732)	$ 283.56
TOTAL	$4004.56

File No. 44393-B Kruse

Appraisals

Clyde Buettner (PO 73098)	$ 700.00
Dave Lau (PO 71349)	$ 700.00
Dave Lau - Reinspection - (PO 71349)	$ 24.00
Trial Work - Clyde Buettner (PO 76734)	$1620.00
Trial Work - Dave Lau (PO 76733)	$ 895.50
Tri Met Bus (PO 76738)	$ 68.65
Photos (PO 77177)	$ 19.25
County Personnel in preparation of Court Exhibits, maps and survey work for pre-trial and trial work	$1577.63
	$1070.72
District Attorney charges for Pre-trial and trial work (PO 62365, 60537, 77797, 77924, and 79084	$4353.00
Cost hearing County Personnel	$ 128.88
TOTAL	$11,157.63

File No. 44393-C Knox

Appraisals

Clyde Buettner (PO 73098)	$ 700.00
Dave Lau (PO71349)	$ 700.00
Dave Lau - Reinspection - (PO 71349)	$ 24.00
Title Report (PO 70959)	$ 50.00
TOTAL	$1474.00

File No. 44393-D Deco Corp

Appraisals

Clyde Buettner (PO 73098)	$ 700.00
Clyde Buettner - Revision - (PO 73098)	$ 100.00
Dave Lau (PO 71349)	$ 700.00
Reinspection of property (PO 71349)	$ 24.00
Title Report (PO 70959)	$ 50.00
TOTAL	$1574.00

File No. 44393-E Martin

Appraisals

Clyde Buettner (PO 73098)	$ 800.00
Clyde Buettner - Revision - (PO 74340)	$ 35.00
Dave Lau (PO 71349)	$ 700.00
Reinspection (PO 71349)	$ 24.00
Elmer Kolberg (PO 60707)	$1000.00
(Kolberg) Pre-trial conf. (PO's 63149 and 63187)	$ 300.00
(trial) Clyde Buettner (PO 63421 and 63140)	$3080.00
(trial) Dave Lau (PO 63146)	$1397.50
Title Report (PO 70959)	$ 51.00
Tri-Met Bus (PO 63186)	$ 68.00
Witness Fee - Marlin DeHaas (PO 63188)	$ 140.00
County Personnel - Pre-trial	$1450.84
County Personnel - Trial	$2393.98
District Attorney charges (PO 63613)	$3645.00
TOTAL	$15,085.32

File No. 44393-F Lindstrom

Title Insurance (PO 70959)	$ 51.00

File No. 44393-N
44531-27
44531-28 Lake Grove Garden Center Inc.

Title Report (PO 70959)	$ 51.00
GRAND TOTAL	$33,397.51

PRO 6-2

ROBERT W STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

January 14, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Consultant Agreement
Project No. SU-592(2)
South Tigard Interchange-Boones Ferry Road Section
Preliminary Engineering

Enclosed for your approval are two copies of a consultant agreement between Clackamas County and Julia A. Follansbee, Consulting Anthropologist, for the archeological survey on the subject project. This archeological study was required as a supplement to the FEIS and was an obligation of Clackamas County. Since the county was not adequately staffed to perform the study they entered into an agreement with this consultant for the performance of the work. Enclosed is a copy of Clackamas County's letter of January 10, 1977, which provides additional information regarding their selection of the consultant. Enclosed also for your files is one copy of the report prepared by the consulant on this project.

We further request, upon approval of the agreement, authorization to proceed with work by the consultant as of May 25, 1975. One copy of this agreement was previously furnished your office; however, we inadvertently neglected to request your approval of the agreement and authorization to proceed at that time.

CL:dpy

Hopkins
Herwell
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Prange
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JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

Jan 4 4 3 Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

2 copies to Cliff Lane 1/11/77

January 10, 1977

RECEIVED JAN 11 1977 COUNTY CITY UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Mr. Robert Prange
Projects Engineer
County-City Unit
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

In regards to the Kruse Way archaeological study, comments to the Draft Environmental Impact Statement on Kruse Way questioned the lack of a section relating to archaeology. Therefore, the Environmental Section of the Oregon State Highway Department requested that Clackamas County make arrangements to have this portion of the Environmental Impact Statement accomplished.

In April of 1975, you informed me that Professor Dave Cole of the Museum of Natural History, who is employed at the University of Oregon, could provide me with a list of qualified persons to conduct such a study. In a conversation with Mr. Cole he suggested that I contact Mr. John Fagen who had done archaeological studies for Environmental Impact Statements in the Portland area. In contacting Mr. Fagen, I was informed that he was not in a position to undertake such a study; however, he knew a qualified person who had worked with him on other studies.

Enclosed please find a copy of my letter, under date of April 28, 1975, requesting information from Mr. Fagen. As a result of this letter, Julia Folansbee was recommended as a qualified person to accomplish this study.

Also enclosed please find a copy of a letter of May 8, 1975, which gave Federal Highway approval for the archaeological study. As a result of this approval, on May 20, 1975, an agreement was made between Clackamas County and Julia Folansbee to conduct this work. This agreement was accepted by Commissioners Order No. 75-671. The Oregon State Highway Department was informed of the finalization of the agreement and a archaeological report was prepared and made a part of the Environmental Impact Statement. On June 17, 1975, Clackamas County paid by Purchase Order No. 071798 the costs of the archaeological study which totalled $840.61. This information was then provided to the Oregon State Highway Department after which Clackamas County was reimbursed its eligible expense for this study.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

As you are well aware, Clackmas County was under an extreme time constraint in accomplishing the Environmental Impact Statement to comply with deadlines relating to the Federal Aid Secondary Funding on Kruse Way. Clackamas County certainly did not have the time to go to a lengthy consultant selection process and proceeded along reasonable lines in coordinating the selection of an individual through Professor Cole of the Museum of Natural History at the University of Oregon.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

AN ARCHAEOLOGIC AND HISTORIC SURVEY OF THE KRUSE WAY CORRIDOR

Julia A. Follansbee

For

Clackamas Country, Oregon

1975

RECEIVED
COUNTY & CITY SECTION
JUN 18 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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ACKNOWLEDGEMENTS

Many people are to be thanked for their assistance in this project. These include Winston Kurth of the Clackamas County Department of Public Works, Matt Finnigan of Lake Oswego, Mr. and Mrs. Herb Kruse of Carman Drive, Paul Hartwig of the Oregon State Highway Division, and Debbi Davis, who typed this report. I would especially like to thank Dr. John Fagan of the U. S. Army Corps of Engineers for his assistance and advice, and Marcie Kirschbaum, whose help was invaluable.

I. INTRODUCTION

A. Purpose of the Survey

An archaeological survey of the Kruse Way Corridor, which is the location of a planned highway to connect Interstate 5 with Boones Ferry Road in Clackamas County, Oregon, was completed in May, 1975, for the Clackamas County Department of Public Works. The purpose of this survey was to locate archaeologic and historic sites occurring in the project area, and make recommendations for their salvage or protection if any were to be endangered by construction activities. This report is a supplement to the final environmental impact statement prepared in 1973 by the Environmental Section of the Oregon State Highway Division for Clackamas County. It is intended to fulfill the requirements of the National Historic Preservation Act, the National Environmental Policy Act and Executive Order 11593, and to implement directives of the U. S. Department of Transportation and the Federal Highway Administration, to survey and/or salvage historical and cultural remains which are affected by federally financed projects.

B. Project Size and Plans

The new highway will extend from the eastern terminus of State Highway 217 at the South Tigard Interchange to S. W. Boones Ferry Road, a distance of 1.4 miles (Fig. 1, p. 2).

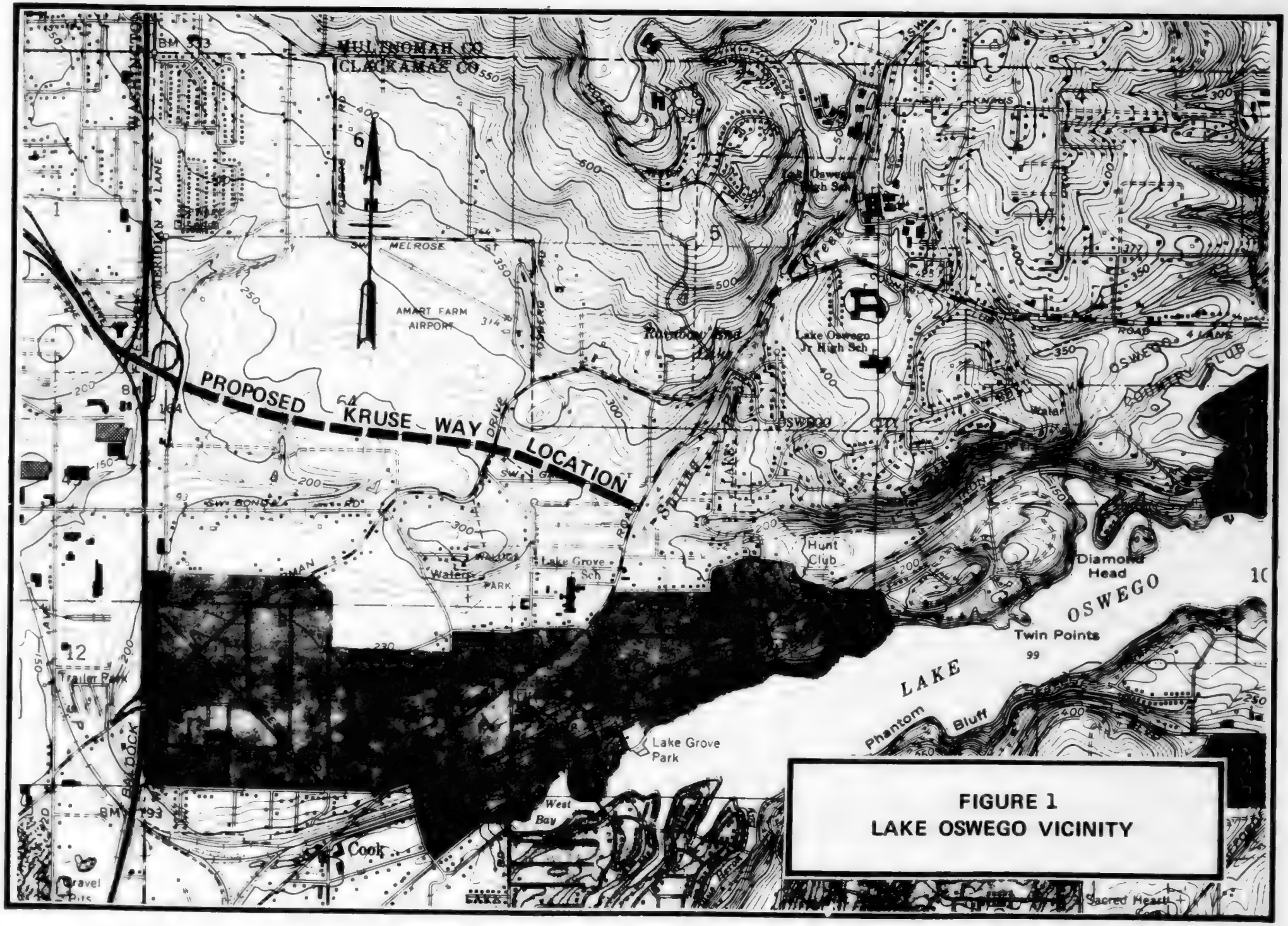

FIGURE 1
LAKE OSWEGO VICINITY

The right-of-way for the project is 150 feet between the South Tigard Interchange and Carman Drive; it is reduced to 120 feet between Carman Drive and S. W. Boones Ferry Road. Nearly 23 acres of land are involved.

At the South Tigard Interchange the current point of intersection between the proposed Kruse Way facility and Interstate 5 will be extended approximately 100 feet eastward. The additional lanes for southbound and westbound traffic will be added to the existing cloverleaf at the interchange--minimal excavation will be required for these lanes (1973 Final Environmental Impact Statement, Oregon State Highway Division). Other access points from Carman Drive and S. W. Boones Ferry Road had not been determined at the time the final environmental impact statement was prepared; these will be located at the discretion of Clackamas County.

The largest cut sections required for the new highway are at the western end of the project, where a 1350 foot cut section will require a maximum vertical excavation of about 6 feet, and at the eastern end of the project, where a 700 foot cut section will require a maximum vertical excavation of about 10 feet. At the western end a 725 foot fill section will require a maximum fill of about 23 feet. Considerably smaller cut and fill sections are planned for the rest of the project (final EIS: 6).

C. Previous Disturbance of the Area

Only a small portion of the 1.4 mile project involves land which has not been extensively disturbed by past and present human activity. It can be assumed that clear cutting of the hills to the east of the South Tigard Interchange (which occurred 15-20 years ago) and the land-clearing for agricultures purposes along a major portion of the Kruse Way Corridor would have disturbed to some extent any archaeological sites located in the area. The small portion of the corridor which has not been disturbed is a mixed oak-ash forest on the western end of the corridor (Figs. 2, 3: pp. 11 & 12).

II. HISTORIC SITES AND RECOMMENDATIONS

The Oregon State Historic Preservation Officer was contacted to determine if any property listed on the National Register of Historic Places would be impacted by the Kruse Way project. None will be; the nearest registered site is the Oregon Iron Company Furnace in the George Rogers Park in Lake Oswego. Neither are there properties along the Kruse Way that are presently nominated for inclusion on the Register.

The Statewide Inventory lists four other properties of historic significance in the Lake Oswego vicinity. These are

1. Carman (Waters) Century Farm, 3811 S. W. Carman Drive
2. Tryon (Socrates) House, Stampher Road
3. Methodist Church, 156 Greenwood Road
4. I. O. O. F. Hall

The Carman (Waters) Century Farm is located approximately 2000 feet northeast of the planned S. W. Carman Drive-Kruse Way intersection (Winston Kurth, Clackamas County Public Works Department, personal communication). This property, consisting of a house and 17 acres, is eligible for nomination to the National Register of Historic Places (Robert Sutton, Assistant Parks Historian, personal communication). Although the house is not immediately endangered by construction of the Kruse Way, the predicted development of the area and the projected increase in traffic on Carman Drive by 1994, which will necessitate additional lanes (final EIS, 1973), will certainly have an impact on this historic site. Therefore, clearance for all projects in the vicinity, including the Kruse Way, should be obtained from the Parks History Unit of the Oregon State Highway Division. This unit can determine whether or not planned projects are likely to adversely affect the Carman Century Farm. None of the other sites listed on the Statewide Inventory is in the Kruse Way area.

III. ARCHAEOLOGICAL SITES IN THE PROJECT AREA

A. Survey and Testing of the Kruse Way Corridor

Two days were spent searching for archeological sites along the proposed Kruse Way and its probable access points, aided by numerous maps and aerial photographs supplied by the Clackamas County Public Works Department. The first day a visual reconnaisance was done; however, this on-the-ground inspection was hampered by dense vegetation, both in the forested areas and in the open fields (Figs. 2, 3, 4: pp. 11, 12). The only places where exposed ground occurred were along paths, jeep trails, cut banks on gulleys, irrigation ditches and fill (Fig. 5, p. 13), and one large bulldozed area (Fig. 6, p. 13). These places were carefully inspected for archaeologic materials, but none were found. Since this exposed ground accounted for only a small portion of the total area to be impacted by construction, it was decided to put test holes along the route to determine if sites were located below the vegetation cover. In particular, the discovery of an extensive stand of camas (Camassia quamash) in the oak-ash forest made further archaeological testing imperative, since the edible bulbs of this plant were a staple item in the diet of Willamette Valley Indians. Sites previously studied in the Valley where this bulb was processed by the Indians have added

substantially to our knowledge of their behavior (see Davis et al., 1973).

A total of 30 test holes were dug along the Kruse Way right-of-way to a depth of one to two feet; the holes were 1 to 1.5 feet in diameter. The rest were spaced at about 30-40 meter intervals along the remaining route and access areas. None of the test holes revealed any cultural material or other evidence of human activity, such as fire-cracked rock or midden.

B. Interviews with Local People

Since the survey of the Kruse Way Corridor failed to locate any archaeological sites, several local people owning land on or near the Kruse Way project were contacted in person or by telephone to see if they had any knowledge of artifacts occurring in the area. All stated that as far as they knew, virtually nothing had been recovered. One person, whose family had been landholders along the route for 100 years, stated that the agricultural land had at first been cleared by hand; the trees were uprooted and the ground extensively plowed. During this process two pestles, a hollowed-out stone bowl, and a black (obsidian?) projectile were found. The present location of these artifacts was unknown. The informant indicated that they had been discovered east of Carman Drive, but he did not locate the area more specifically. He concurred with the

other informants that nothing has been found recently. He did state, however, that Indians had passed through the area on their way to the Columbia River and had obtained food from his parents, but he did not identify the tribe. These Indians, according to him, had fished for sucker and carp in Lake Oswego, and they had a camp where the Lake Grove School is situated.

C. Conclusions and Recommendations

Since surveying, testing, and interviews with local people indicated an absence of archaeological sites in the project area, it is not expected that construction of the Kruse Way will endanger this resource. Although test holes could not be excavated to the depths of the most extensive cuts, it is unlikely that deeply buried sites will be exposed, since the area does not appear to be undergoing rapid deposition of soil. However, in the event that construction crews should uncover evidence of archaeologic sites, an archaeologist should be notified immediately so that salvage work can be conducted before this non-renewable resource is destroyed.

It may be briefly noted that the absence of archaeologic sites in this small area is not surprising--the major camp-sites that are known in the Lower Willamette Valley occur along the banks of rivers, streams, or lakes, where river and lake resources could readily be exploited, and where

canoes served as transportation. In the past, camas probably grew close to these water sources, although it has since been obliterated in these areas due to historic land use patterns. Accordingly, it it unlikely that major sites would occur in the hills where the Kruse Way Corridor is located, since it is not close, relatively speaking, to a large water source, and since the area has probably been subject to heavy vegetation.

REFERENCES CITED

Davis, Wilbur, et. al.

1973 Archaeology of Little Muddy Creek. Final Report to the U. S. Department of the Interior. Northwest Archaeological Research Institute

Environmental Section, Oregon State Highway Division

1973 Final Environmental Impact Statement: South Tigard Interchange--Boones Ferry Road Section (Kruse Way), Clackamas County, Oregon

Fig. 2 Dense brush in oak-ash forest near west end of project.

Fig. 3 Vegetation at east end of project near Boones Ferry Road

Fig. 4. Oak-ash forest; camas in bloom at left

Fig. 5 Fill from irrigation ditch

Fig. 6 Large bulldozed area near Carman Drive. Oak-ash forest in background.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 9, 1975

Ms. Julie A. Follansbee
7704 SE Madison
Portland, OR 97215

Dear Ms. Follansbee:

In the proposed South Tigard Interchange-Boones Ferry Road Section (Kruse Way, FAS 943), there is one property on the National Register of Historic Places which falls within the project area outlined: Oregon Iron Company Furnace, George Rogers Park, not in the immediate vicinity of the proposed project. There are no other properties in the area which have been nominated to the National Register.

In addition to the above, there are four other properties listed on our Statewide Inventory which are of historic significance:

1. Carmen (Waters) Century Farm, 3811 SW Carmen Drive, 1856-57; Architecture: Classic.

2. Tryon (Socrates) House, Stampher Road, ca. 1848; Architecture: Classic; Agriculture.

3. Methodist Church, 156 Greenwood Road, 1894 and 1929; Architecture: Classic.

4. I.O.O.F. Hall, ca 1903; Architecture: Vernacular.

Our office does not keep a complete inventory of archeological sites for the state. Your letter and attachment will be forwarded to David L. Cole, Museum of Natural History, University of Oregon, Eugene, Oregon, 97403, in the event that such sites should be considered in any further planning.

Thank you for the opportunity to comment.

Sincerely,

Kathryn A. Straton

Kathryn A. Straton
Parks History Unit

KAS:lb

cc: David L Cole

JULIA A. FOLLANSBEE
ARCHAEOLOGICAL CONSULTANT

7704 S.E. MADISON
PORTLAND, OREGON 97215
503 - 252-7757

1953 COLUMBIA
EUGENE, OREGON 97403
503 - 686-8517

June 12, 1975

Winston Kurth
Clackamas County Department of Public Works
902 Abernethy Road
Oregon City, Ore. 97045

Dear Winston:

Enclosed is a final budget for the archaeological survey of the Kruse Way. I may have overcharged you on the long distance telephone call to Salem, as I had to estimate it. If that is the case, I'll send you a refund after I get my next telephone bill.

Under separate cover I have mailed you nine copies of the report. I sent the other report directly to Dave Cole at the Museum of Natural History, for the Museum files. I suggest that you also send a copy to Roy H. Sampsel, U.S. Department of the Interior, Office of the Secretary, Pacific Northwest Region, P.O. Box 3621, Portland, 97208; since his comment on the lack of archaeologic and historic input is contained in the impact statement prepared by the Oregon State Highway Division.

Please send my check to my Eugene address, and any inquiries you may have regarding the report.

Best of luck on your project.

Sincerely,

Julia A. Follansbee

Julia A. Follansbee

FINAL BUDGET

Date: June 12, 1975

Project: Archaeological and historical report for the Kruse Way Corridor.

Agency: Clackamas County Department of Public Works, 902 Abernethy Road, Oregon City, Oregon 97045

Consultant: Julia A. Follansbee, 7704 S.E. Madison, Portland, 97215; 1953 Columbia, Eugene, 97403.

1.	Field work, interviews, research, preparation of final report. Time: 7½ days	$750.00
2.	per diem for 2 days field work and 4 days research, at $2.00/day.	12.00
3.	1 roll film	1.39
4.	film development and reprints	16.31
5.	typing of final report	4.50
6.	xeroxing and binding of final report	23.88
7.	mileage 195 miles	25.35
8.	long distance telephone call to Parks History Unit, Oregon State Highway Division	5.00
9.	mailing costs	2.38
TOTAL		$840.81

W. Kurth

PURCHASE ORDER

VENDOR

JULIA A FOLLANSBEE

DELIVER TO

COUNTY OF CLACKAMAS
DEPT. OF PUBLIC WORKS
902 ABERNETHY ROAD
OREGON CITY, OREGON 97045

PURCHASE ORDER NO. * 071798

THIS ORDER ☐ ORIGINAL ☐ CONFIRMING ☐ HAS BEEN FILLED

PURCHASE ORDER DATE 6-12-75

REQUEST NO.	ACCOUNT NUMBER	TRAN. CODE	VENDOR CD.	BUYER CD.	REQUISITIONER	F O B	SHIP VIA	TERMS
237F	190-432.101 200		27310	A	KURTH			NET

ITEM	PART NUMBER OR VOUCHER NO.	ORDER QUANTITY	DEL. NO.	DELIVERY QUANTITY	DELIVERY DATE	IDENTIFI. NUMBER	DESCRIPTION	ROUTING CODE	UNIT PRICE	UNIT OF MEAS.	TOTAL AMOUNT
STMT		1	106				SERVICES FOR ARCHAEOLOGICAL SURVEY PER STMT FSC0943		840.81T		840.81

* NOTE: THE PURCHASE ORDER NUMBER MUST APPEAR ON ALL INVOICES

TOTAL AMOUNT 840.81

BOARD OF COMMISSIONERS

CHAIRMAN _____ COMMISSIONER _____ COMMISSIONER _____

W.K.
PURCHASING AGENT

VENDOR

Jas 943
Clack Co
archaeology

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 16, 1975

RECEIVED
COUNTY & CITY SECTION
JUN 18 1975
ENGR. COOR. DE AE UE
UPE BE RE RPE

Mr. Robert Prange
Project Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

Enclosed please find four (4) copies of An Archaeologic and Historic Survey of the Kruse Way Corridor, accomplished by a qualified Archaeologist, Julia A. Follansbee.

I am requesting that a copy of this report be made available to Mr. Gilroy, Project Engineer for the Kruse Way Environmental Impact Statement.

Clackamas County will be submitting to the Oregon State Highway Department an acknowledgment of the payment of this study and will be requesting financial participation for funds for its authorization.

JOHN C. McINTYRE - Director of Public Wo4ks

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

2 copies To: Geo. Ramjove
6/18/75

Enclosures: Survey Reports (4)

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

AGREEMENT

THIS AGREEMENT made and entered into this 20th day of May, 1975, by and between Clackamas County, a political subdivision of the State of Oregon, hereinafter called COUNTY and Julia A. Follansbee, a Consulting Anthropologist, hereinafter called CONSULTANT.

WHEREAS, one of the important resources of the State of Oregon consists of archaeological remains, which cultural resources are being lost or destroyed at an increasing rate due to the varied activities of our modern civilization, and

WHEREAS, it is deemed desirable to record and preserve for the citizens of this State and all mankind the significant archaeological objects and information located within COUNTY'S rights-of-way and proposed rights-of-way, and

WHEREAS, it is a requirement under the National Historic Preservation Act, the National Environmental Policy Act and Executive Order 11593, as well as implementation directives of the U.S. Department of Transportation and the Federal Highway Administration, to survey and/or salvage historical and cultural remains which will be affected by Federally financed projects, and

WHEREAS, the COUNTY is proposing to build within the Kruse Way corridor a project from the I-5 South Tigard Interchange to Boones Ferry Road, for which Federal funds will be used, and

WHEREAS, the COUNTY lacks the available facilities and personnel to perform a survey of the archaeological remains within the above project area, and

RECEIVED
COUNTY & CITY SECTION
MAY 22 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WHEREAS, CONSULTANT has the facilities and expertise to perform the survey work and has presented to the COUNTY evidence or willingness and ability to do such work;

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

1. CONSULTANT agrees to perform the following work:

   a) Perform an archaeological investigation of the proposed Kruse Way corridor.

   b) Prepare a report detailing the results of this investigation.

   c) Make recommendations for additional site investigation and/or salvage for this corridor, if necessary, or prepare a letter for evidence to the proper Federal agencies that the necessary archaeological requirements have been fulfilled to the satisfaction of the Curator of the Oregon State Museum of Anthropology and the Director of the Museum of Natural History.

   d) To complete the work in satisfactory form on or before June 27, 1975.

II. CONSULTANT shall perform the necessary survey work in a thorough and professional manner and has the full responsibility for employment and supervision of all personnel engaged in the performance and work under the terms of this Agreement. Nothing in this Agreement shall be construed to create an employer-employee relationship. CONSULTANT shall at all times be an independent contractor and the employing unit of any employees used in the performance of his duties under this Agreement.

III. COUNTY agrees to reimburse CONSULTANT for its actual direct and related indirect expenses not to exceed Nine Hundred Seventy-three and No/100 Dollars ($973.00). Budget estimate in this amount has been prepared by CONSULTANT and is attached and marked as "Exhibit A".

IV. Payment to the CONSULTANT will be on the basis of an itemization of the actual costs incurred to complete the Study, as substantiated by an itemized billing, and in no event to exceed Nine Hundred Seventy-three and No/100 Dollars ($973.00). Final payment will be made upon completion of the survey work under this Agreement.

V. Information and objects obtained from this survey operation are to remain the property of Clackamas County.

VI. CONSULTANT shall comply to clauses of Title VI of the Civil Rights Act of 1964.

VII. CONSULTANT shall comply with all Federal, State and local laws and ordinances applicable under this Agreement, and in particular with the governmental addendum attached hereto and marked "EXHIBIT B".

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the date first written above.

Dated this 20th day of May, 1975.

APPROVED AS TO FORM:

Richard Ross
District Attorney

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Thomas D. Telford
Chairman

Robert Schumacher
Commissioner

Commissioner

Julia A. Hollamsbee
CONSULTANT

"EXHIBIT A"

PRELIMINARY BUDGET

Date: April 30, 1975

Project: Archaeological survey of proposed South Tigard Interchange-Boones Ferry Road Section (Kruse Way, FAS 943), Clackamas County, Oregon

Agency: Department of Public Works, Clackamas County, Oregon, 902 Abernathy Road, Oregon City, Oregon 97045

Consultant: Julia A. Follansbee, 7704 S.E. Madison, Portland, Oregon, 97215; Department of Anthropology, University of Oregon, Eugene, Oregon 97403

ITEM	DESCRIPTION	TIME	COST
1.	familiarization with project through study of previous report; conference; acquisition of maps; budget preparation	1 day	$100.00
2.	field work: survey for possible archaeological sites along proposed Kruse Way. Total length 1.4 miles; 120'-150' right of way, including access from existing roads	2 days ($100.00/day)	$200.00
3.	research a. description of area; possible impact to archaeological sites by previous land use. b. description of ethnographic groups in project area. c. description of archaeological work previously done, if any. d. description and location of archaeological sites, if any, to be impacted by proposed project. e. recommendations for preservation of archaeological resources, if any. f. description and location of historical sites, if any, to be impacted by proposed project. g. recommendations for preservation of historical resources.	4 days ($100.00/day)	$400.00
4.	preparation of final report and budget	2 days ($100.00/day)	$200.00

ITEM	DESCRIPTION	TIME	COST
5.	vehicle use at .13/ mile		
	a. to and from project area	2 trips, 48 miles	$6.24
	b. to and from library research centers	4 trips, 56 miles	$7.28
	c. to and from Oregon City	2 trips, 52 miles	$6.76
6.	film, 1 roll, 35 mm, 20 exp.		$2.00
7.	film development and reprints (5 pictures, 9 reprints of each picture)	$1.50, .31/reprint	$15.45
8.	xeroxing and binding of 10 reports; 20 pages each		$20.00
9.	per diem cost for 2 days field work and 4 days of research	$2.00/day	$12.00
10.	postage for correspondence to National Historic Register; mailing reports to Oregon City, and the Museum of Natural History		$3.00
	Total Cost of Project not to Exceed Based on maximum estimates		$972.73

"EXHIBIT B"

ADDENDUM

Pursuant to the requirements of ORS 279.310 through 279.320 the following terms and conditions are made a part of this agreement:

1. CONSULTANT agrees that it shall:

   a) Make payment promptly as due to all persons supplying to CONSULTANT labor or materials for the prosecution of the work provided for in this agreement.

   b) Pay all contributions or amounts due the Industrial Accident Fund from such contractor or subcontractor incurred in the performance of this agreement.

   c) Not permit any lien or claim to be filed or prosecuted against Clackamas County for act of any labor or material furnished.

   d) Pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.

2. If CONSULTANT fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to a contractor or a subcontractor by any person in connection with this agreement as such claim becomes due, the proper officer representing Clackamas County may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due CONSULTANT by reason of this agreement.

3. No person shall be employed for more than eight (8) hours in any one day, or more than forty (40) hours in any one week, except in cases of necessity, emergency or where the public policy absolutely requires it, and in such cases the laborers shall be paid at least time and one-half pay for all overtime in excess of eight (8) hours a day and for work performed on Saturday and on any legal holiday specified in ORS 187.010 except Veterans Day; however, when specifically agreed to under a written labor-management negotiated labor agreement, the laborer may be paid at least time and one-half pay for work performed on Veterans Day or on any legal holiday specified in ORS 187.020.

4. This agreement may be cancelled at the election of Clackamas County for any wilful failure or refusal on the part of CONSULTANT to faithfully perform this agreement according to its terms.

5. CONSULTANT shall promptly, as due, make payment to any person or partnership, association or corporation furnishing medical, surgical and hospital care or other needed care and attention incident to sickness and injury to the employees of CONSULTANT, of all sums which CONSULTANT agrees to pay for such services and all monies and sums which CONSULTANT collected or deducted from the wages of its employees pursuant to any law, contract or agreement for the purpose of providing or paying for such services.

6. This agreement is expressly subject to the debt limitation of Oregon Counties set forth in Article XI, Section 10 of the Oregon Constitution.

IV. Payment to the CONSULTANT will be on the basis of an itemization of the actual costs incurred to complete the Study, as substantiated by an itemized billing, and in no event to exceed Nine Hundred Seventy-three and No/100 Dollars ($973.00). Final payment will be made upon completion of the survey work under this Agreement.

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IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the date first written above.

Dated this 20th day of May, 1975.

APPROVED AS TO FORM:

District Attorney

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Thomas D Telford
Chairman

Commissioner

APPROVED

Deputy State Highway Engineer

Commissioner

Julia A. Hollamsbee
CONSULTANT

Wash + Clack. Cos.

OREGON STATE HIGHWAY DIVISION

1 Versteeg ✓
2 Olson
3 Christensen
Scott
4 Swenson
Savage
Trout

RECEIVED
MAY 6 - 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

1919 N.W. Thurman St.
Portland, Oregon
May 5, 1976

Mr. Joe Goehler, Chairman
Lake Grove Water District
15964 S.W. Boones Ferry Rd.
Room 112
Lake Grove, Oregon 97035

Re: S.W. 72nd Ave. -
S.W. Boones Ferry Rd.
Contract No. 8261

Dear Sir:

Regarding your letter of March 8, 1976, in which you have pointed out your financial and physical problems involved in protecting your water main along Carman Drive, we have since held meetings with our Contractor and your engineer.

At our meeting with Carl Green and Carl Hanson it was decided that two feet of dirt above the existing ground would give adequate protection to the main. Our Contractor was given this information as well as instructed to take reasonable care while working in the area of the main.

We were further advised by Mr. Green and Mr. Hanson that the flow of water in the main would be reduced to that which a four inch pipe would handle during the hours our Contractor would be working. The purpose of this is to help eliminate the heavy loss that would occur if the main were to became ruptured.

I am sure our contractor will take the steps necessary to meet your requests.

Thank you for your help in averting what could have been a nasty situation.

Very truly yours,

Paul R. Barnhart
Resident Engineer

cc: E.L. Hardt
J.A. Bond
Hal Versteeg
file

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 12, 1976

To: Mr. Edward L. Hardt
Region Engineer
Milwaukie, Oregon

SUBJECT: S.W. 72nd Ave. - S.W. Boones Ferry Rd.
Contract No. 8261

Attached is a letter from Lake Grove Water District concerning the 16" water main following Carman Dr. on the subject project.

As you recall, we are changing the super rate on the main line from a .06/ft to .03/ft in order to give more depth over the main. We also, are changing the base design to use CTB instead of base rock.

Will you check this letter and see if, by accepting it, we are being stuck with greater responsibility for damage than we normally would be.

Paul R. Barnhart
Resident Engineer

RECEIVED
MAR 23 1976
PAUL R. BARNHART
Resident Engineer

RECEIVED

ENV

Unfortunately, the District does not have funds in its budget to pay for such construction nor is there available time adequate to complete plans, specifications, contract documents, take bids, let a contract and complete the work in the time available.

6. You have now advised our engineer that by a change in superelevation on the curve at Carman Drive and by using a shallower high strength sub-base the sub-base can be raised one foot which will result in a minimum depth between top of the pipe and finished road grade of about 2½ ft.

7. You can and must require Kearney Bros. to make a mound fill over the pipe with gradual taper of grade on each side of the pipe for the purpose of reducing impact and direct loads on the pipe line from construction equipment. Furthermore, low operating speeds of equipment will be required in the area of the District's pipe line.

8. The District will furnish a man familiar with the water line and its valving to be on the job to indicate the pipe location. Enforcement of methods for the protection of the line shall, however, be the responsibility of the State Highway Division and the Contractor's personnel.

9. Reasonable advance notice shall be given to the District re when a man shall be furnished to assist in locating the pipe line and be available to operate valves at Fosberg Rd. and Bonita Rd. should an emergency require. Forty-eight hours notice appears reasonable.

The Board of Commissioners trusts that with the cooperation of the personnel of both the Highway Division and Kearney Bros. personnel the road work can be completed without damage to the District's supply main.

Very truly yours,

LAKE GROVE WATER DISTRICT

Joe Goehler, Chairman

cc; Carl E. Green
George E. Birnie, Attorney

LAKE GROVE WATER DISTRICT

15964 S.W. BOONES FERRY ROAD ROOM 112 LAKE GROVE, OREGON 97035

P.O. BOX 1173
PHONE 636 1617

March 8, 1976

Paul R. Barnhardt
Resident Engineer
State Highway Division
1919 N.W. Thurman St.
Portland, Oregon 97210

RECEIVED
MAR 11 1976
PAUL R. BARNHART
Resident Engineer

Re: Lake Grove Water District 16" Supply Main,
Carman Dr. & Kruse Way

Dear Sir:

During recent weeks our consulting engineer, Carl E. Green, has conferred with you and your staff regarding possible means by which the District's water supply line can be maintained in service both during construction of Kruse Way and after completion of the highway under contract with Kearney Bros. Construction Co. In connection with this problem, the Board of Commissioners wishes to set forth the following facts and matters pertinent to the problem:

1. The supply line in question is Class 150 psi operating pressure cast iron, installed within the R/W of Carman Drive outside of the paved area of the County road (except for one crossing.) It was installed in 1963 by Lord Bros. Contractors.

2. The pressure of the line at Kruse Way is in the order of 125 psi.

3. A million gallon storage reservoir at Knause Rd. and Boones Ferry Rd. is connected to the line.

4. The 16" main is the only means by which the Lake Grove Water District and the area west of I-5 which it serves obtains its water. The area of service west of I-5 includes the City of Durham, the U.S. BanTrust Industrial Park, Sherwood Inn and other commercial and residential users. The District's system provides both fire protection and normal service.

5. We have investigated means by which this important line can be protected from damage and interruption of service and found that a project involving the construction of a reinforced concrete arch over the pipe appears to office the greatest protection.

Unfortunately, the District does not have funds in its budget to pay for such construction nor is there available time adequate to complete plans, specifications, contract documents, take bids, let a contract and complete the work in the time available.

6. You have now advised our engineer that by a change in superelevation on the curve at Carman Drive and by using a shallower high strength sub-base the sub-base can be raised one foot which will result in a minimum depth between top of the pipe and finished road grade of about 2½ ft.

7. You can and must require Kearney Bros. to make a mound fill over the pipe with gradual taper of grade on each side of the pipe for the purpose of reducing impact and direct loads on the pipe line from construction equipment. Furthermore, low operating speeds of equipment will be required in the area of the District's pipe line.

8. The District will furnish a man familiar with the water line and its valving to be on the job to indicate the pipe location. Enforcement of methods for the protection of the line shall, however, be the responsibility of the State Highway Division and the Contractor's personnel.

9. Reasonable advance notice shall be given to the District re when a man shall be furnished to assist in locating the pipe line and be available to operate valves at Fosberg Rd. and Bonita Rd. should an emergency require. Forty-eight hours notice appears reasonable.

The Board of Commissioners trusts that with the cooperation of the personnel of both the Highway Division and Kearney Bros. personnel the road work can be completed without damage to the District's supply main.

Very truly yours,

LAKE GROVE WATER DISTRICT

Joe Goehler

Joe Goehler, Chairman

cc; Carl E. Green
George E. Birnie, Attorney

FAS 943
Clack Co
EIS

Salem, Oregon

May 2, 1975

Mr. D. E. Swan
Project Management Section

Attention: Mr. Joe Gaither

Robert H. Prange
Rural Engineer
County-City Unit

Preliminary Engineering
Archelogical Study
S. Tigard Interchange-Boones Ferry Road Section
FAS 943
Clackamas County

As part of Clackamas County's obligation regarding the E.I.S., they must make an archelogical study on this section prior to construction. Would you please make up a program for preliminary engineering with this study as the only item and get approval from FHWA. Use the information from the construction programming. Total estimated cost is $1,000.

	Total	Federal	State	County
Preliminary Engineering	$1,000	$780	$110	$110

HR:scr

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

ORD.	DISTRIBUTION	DATE	INIT.
2	Director	4/29	
1	Engineering	4/28	ulc
	Bridge		
	Development		
	Maintenance		
	Traffic		
3	Office		

April 28, 1975

Mr. John Fagan
7704 S. E. Madison
Portland, OR 97215

Pursuant to our recent telephone conversation, I am most interested in obtaining the services of a qualified archeologist to conduct a study of the proposed Kruse Way highway corridor.

For your information, I am enclosing a copy of the Final Environmental Impact Statement. The scope of the study would consist of an archeological investigation of the proposed corridor, the preparation of a report detailing the results of this investigation, recommendations for an additional site investigation and/or salvage for this corridor, if necessary, or preparation of a Letter of Evidence to the proper Federal agencies that the necessary archeological requirements have been fulfilled to the satisfaction of the Curator of the Oregon State Museum of Anthropology and the Director of the Museum of Natural History.

It is necessary for this report to be completed by June 1, 1975.

In our recent telephone conversation you indicated you were aware of a qualified individual who, you felt, would be interested in conducting this study. I will appreciate it if you will make this information available to this person and ask that I be contacted regarding his ability to perform this work. Additionally, I will request the costs for conducting such a study, detailing the hourly expenses, miscellaneous expenses and indirect costs involved.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosure

Hopkins
Harwell
Holmes
Francis
Unruh

RECEIVED
JAN 11 19
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

100% RECYCLED PAPER

8261

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(66)293; SO 592(3) and US-466(12)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. I-831, S-1128, U-191

COUNTY NAME: Clackamas & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-4-75	6-4-75	Various
		STATE ROUTE NUMBER: Various

GENERAL LOCATION:

Remove existing warning signs and flashers.

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-5-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the amount of $300 - Federal Funds $248.

(Note: Federal Funds based on pro rata for Secondary project)

RECEIVED
STATE HWY ENGR
JAN 13 '77
REFER TO
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-12-77	G K Hansen	Division Administrator

Form PR-1240 (Rev. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE

5261

1⁵

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

655-8581

ROBERT SCHUMACHER, Chairman
RALPH GROENER, Commissioner
STAN SKOKO, Commissioner

January 7, 1977

F. B. Flaboe
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

The construction of Kruse Way from Interstate 5 to Boones Ferry Road has been a concern of many. The project was initiated over ten years ago and at long last is ready for public use. We cannot let this significant event go unnoticed and, therefore, we plan dedication ceremonies at 1:30 P.M. on January 15, 1977, just west of its intersection with Boones Ferry Road.

A brief ribbon cutting ceremony will be held after which the participants are invited to a reception at the adult lounge of the Mountain Park Recreation Center at 2 S. W. Mt. Jefferson Terrace, Lake Oswego, Oregon. Refreshments will be served from 2:00 P.M. to 3:30 P.M. We cordially invite you to share this occasion with us.

BOARD OF COUNTY COMMISSIONERS

Robert Schumacher, Chairman

Ralph Groener, Commissioner

Stan Skoko, Commissioner

/rm

Klahr declined
for Bruce. Sender.
Hadt will attend.
1-10-77

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JAN 10 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

December 27, 1976

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: S.W. 72nd Ave. - S.W. Boones Ferry Rd.
(Kruse Way)
Contract No. 8261

Attached is a letter from report giving a brief history of some of the delays on the subject project, the current status of the project, and the projected date for opening to traffic.

The signal at the T-type intersection with Boones Ferry Road is the hold-up now and because of the two anticipated heavy left turn movements, we (and Clackamas County) do not feel that we can safely open this section until this signal is operational.

CTK:mk

Attach.

cc: E. S. Hunter

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
DEC 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3030

Keasey — RECEIVED — Richards
Bond
Jackmond — DEC 3 1976
Harwood
Glenn
Berg
FILE
RECEIVED STATE HIGHWAY ENGR DEC 27 1976 REFER TO FOR File Act Sign O/R R/D Invest Info

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE SECTION

Region 1 - Milwaukie

December 22, 1976

FROM: Marion Craft
MARION CRAFT
REgion Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: SW 72nd Avenue Interchange - SW Boones Ferry Rd. Section (Kruse Way)
Contract No. 8261

This contract was awarded on July 17, 1975, and very shortly after the contractor stated to work, the job was shut down by a court injunction. The primary reason was that the landscaping as it came out on the construction plans did not fit the wishes or supposedly the input of a group of citizens in Lake Oswego and Clackamas County. This was resolved, with about a two month delay in construction. The contractor is claiming that the delay prevented him from getting work done in 1975 that was essential to the progress of the rest of the contract and that the actual overall delay amounted to more than just the straight time he was shut down due to the injunction.

Also, after the contract was awarded and work started and signal poles had been ordered, two of the intersections, Bangy Road (just east of the freeway) and Boones Ferry Road, were revised, resulting in a change in size and height of the poles, so a redesign and reorder was necessary. Another contributing factor was the extremely long time it took to get the revisions and approval through the Traffic Section, The Resident Engineer, The Region, the Construction Section, and back to the Resident.

The current status of the project is:

1. The S-B I-5 off ramp at Highway 217 signals are in operation as of December 21, 1976.

2. The signal at Bangy Road on the east side of the freeway will require one-half day of work to be operational.

3. Same at Carmen Drive.

4. There will be seven to ten days work required at Boones Ferry Road to get these signals operational.

5. The electrical contractor plans to have only one man on the job between Christmas and New Years.

6. Possible union problems if outside people brought in.

During the first part of November, Clackamas County had asked us for a date on which a "grand opening" could be held. December 10 was chosen as the date, as it was estimated that all the necessary work could be

done by then to open the highway to traffic. On November 23, we held a meeting with Clackamas County and explained that some poles still hadn't been received, a sign bridge had to be moved and at that time, the delivery of anchor bolts was holding up moving the sign bridge, and that it looked impossible to be ready by December 18. Another date was set, January 15, with the feeling that if necessary we could find another source for the poles and anchor bolts.

In order to expedite the installation of the signals, poles were furnished for the signal contractor from our stock in Salem, and will be replaced by the contract poles, expected sometime in January, 1977.

Anchor bolts were found that were suitable, with some adjustment to the pole bases.

Clackamas County (Winston Kurth and John McIntyre) feels that with the expected heavy use this highway will get, all the signals should be operational before we can open it up to traffic, and of course, we feel the same way.

Looking at the electrical contractor's schedule, it looks like all the signals will be operational either the last of the first week in January, or the first part of the second week. Due to the many years involved in this project, the numerous agencies and people involved and the controversy surrounding the job, Clackamas County would like to have a formal opening, and feel that it would be more dramatic and meaningful if the ceremony was tied to the actual opening. They have said, however, if the highway was ready two to three weeks ahead of the planned opening ceremony, they could see going ahead and opening it to traffic. It looks like it will be only a few days between the time the highway is fully operational and the date of the "grand opening".

All the news releases and information concerning this project so far has come from Clackamas County, and they should probably be getting something out now concerning the anticipated opening and possibly some explanation for the delays.

-

MC/ggw

MEMORANDUM

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. O. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PAID BY

VOUCHER FOR PAYMENT UNDER SECONDARY ROAD PLAN

(PPM 20-5 and PPM 30-6)

Appropriation:

Treasurer of the State of Oregon

The United States Dr. TO

Capitol Building, Salem, OR 97310

ADDRESS

STATE: Oregon	FEDERAL AID PROJECT NO.: SU-592(2)
PROGRAM APPROVED: 5-6-75	VOUCHER PERIOD From: 5-6-75 To: 6-2-75

FOR PRO-RATA SHARE OF THE UNITED STATES OF ACTUAL COST OF WORK ON THE ABOVE-MENTIONED PROJECT

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT*
$ 1,168.77	$ 840.81	78.20%	$ 657.51	$657.51	$ 0.00	

	DATE	BY
RECEIVED FHWA DIVISION OFFICE		
AUDIT MADE		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog,
PASSED FOR PAYMENT		Controller

0.00

Hopkins
Harwell
Holmss
Prange
Unrein

RECEIVED
DEC 20 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

*Payee must not use this column.

FORM PR-21A (REV. 12-71) PREVIOUS EDITIONS ARE OBSOLETE

911

C Jones
10-11-76

75.24

Design
Casey Jones

911

67347	C. Jones, [illegible] Design	75.24	328.00
67347			403.24
67362			261

7/1/75
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Feb 76		
63206	30	
May 76		
64 [illegible]	27.99	
	2.51	
65377	39.71	12240
65582	4.	
	"	
66795	7.99, 39.71, .41, 2.[illegible], .11, 3.00, .60	Sept 76

[illegible]
7.20

Final Voucher

JUM

APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. O. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PAID BY

VOUCHER FOR PAYMENT UNDER SECONDARY ROAD PLAN

(PPM 20-5 and PPM 30-6)

Appropriation:

Treasurer of the State of Oregon

The United States, Dr. TO Capitol Building, Salem, OR 97310

ADDRESS

STATE Oregon	FEDERAL AID PROJECT NO. SU-592(2)
PROGRAM APPROVED 5-6-75	VOUCHER PERIOD From: 5-6-75 To: 6-2-75

FOR PRO-RATA SHARE OF THE UNITED STATES OF ACTUAL COST OF WORK ON THE ABOVE-MENTIONED PROJECT

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT*
$ 1,168.77	$ 840.81	78.20%	$ 657.51	$657.51	$ 0.00	

	DATE	BY
RECEIVED FHWA DIVISION OFFICE		
AUDIT MADE		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog,
PASSED FOR PAYMENT		Controller

0.00

*Payee must not use this column.

FORM PR-21A (REV. 12-71) PREVIOUS EDITIONS ARE OBSOLETE

503 1996 295 297 00 N 9

23,460.00CR
22 JUN 96

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Tigard Interchange-Boones Ferry Rd. Section					
	Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering(Archaeological Investigation)					
	Consultant Julia A. Follansbee	**All Required**			**$ 840.81**	
	Total Preliminary Engineering Cost				**$ 840.81**	
	Total Participating Cost				**$ 840.81**	
	Nonparticipating Items					
	Preliminary Engineering	**All Required**			**$ 327.96**	
	Total Nonparticipating Cost				**$ 327.96**	
	Total Cost				**$1,168.77**	
	Prepared based on costs shown on Federal Billing as of *12-16-76*					
	AMOUNT CARRIED FORWARD					

5 9057

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 6-2-75

TO 11-1-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

SU-592(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 24,828.14	$ 24,595.74	85.80%	$ 21,103.14	$ 21,103.14	$ 0.00 Bike Path
1,186,580.21	1,171,260.39	85.80%	1,004,941.41	1,004,941.41	0.00 Contract
67,757.98	67,561.38	85.80%	57,967.66	57,967.66	0.00 Road wid.
$1,279,166.33	$1,263,417.51	85.80%	$1,084,012.21	$1,084,012.21	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS Oregon 3/19/80 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Tigard Intchge.-Boones Ferry Rd. Section Clackamas County				
	Construction			503-193	Rvcl
	Type Code Y003 - Contract #8494			134-1075	Const
	Roadside Improvement (Sta. 483+91 To Sta. 552+71.13)			503-1067	Reimb'sl.
	Final Contract Payment Summary	Lump Sum			
SFO#1	Install Water Meter-City of Lake Oswego	All Required		$ 58,591.52	
	Total Type Code Y003			1,530.00	
				$ 60,121.52	
	Type Code 6204 - Contract #8261				
	Roadway (Sta. 483+91 To Sta. 552+71.13)				
	Final Contract Payment Summary	Lump Sum		1,023,485.96	
SFO#1	Stage Construction Striping-State	All Required		4,806.79	
SFO#2	Permanent Pavement Striping-State	All Required		4,568.11	
SFO#3	Signal Controller Testing-State	All Required		2,350.35	
SFO#4	Poles from Salem Stock-State	All Required		220.95	
SFO#5	Pedestrian Crossing Barriers-State	All Required		248.76	
SFO#6	Bikeway Signs-State Forces	All Required		390.72	
SFO#11	Install Safety straps in catch basin grates-State Forces	All Required		581.53	
SFO#13	Traffic Signal Revision-State Forces	All Required		3,206.21	
	Total Type Code 6204			$1,039,859.38	
	Total Construction			$1,099,980.90	
	Construction Engineering				
	State				
	Type Code Y003 $ 7,352.01	All Required		$ 163,330.92	
	Type Code 6204 155,978.91				
	Misc. Project Costs				
	Audit - Type Code Y003	All Required		$ 54.98	
	EEO	All Required		50.71	
	Type Code Y003 - $32.87				
	Type Code 6204 - 17.84				
	Total Participating Costs			$1,263,417.51	
	Nonparticipating Items				
SFO#9	Furnish & Install Speed Signs-State Forces	All Required		594.67	
SFO#12	Credit Project for Surplus Materials	All Required		(1,518.55) cr	
	Final Contract Payment Summary-Cont.#8261	Lump Sum		8,490.55	
	Interest on Final Contract Payment	All Required		206.42	
	Cont.#8261 $165.08				
	Cont.#8494 41.34				
	Construction Engineering State	All Required		7,975.73	
	Total Nonparticipating Costs			$ 15,748.82	
	TOTAL PROJECT COSTS			$1,279,166.33	
	Prepared based on participating costs shown on Federal Billing as of 3/20/80.				

AMOUNT CARRIED FORWARD .....

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NO. (Please not use column)
	S. Tigard Interchange-Boones Ferry Rd. Section					
	Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering(Archaeological Investigation)					
	Consultant Julia A. Follansbee	All Required			$ 840.81	
	Total Preliminary Engineering Cost				$ 840.81	
	Total Participating Cost				$ 840.81	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 327.96	
	Total Nonparticipating Cost				$ 327.96	
	Total Cost				$1,168.77	

Prepared based on costs shown on
Federal Billing as of 12-16-76

AMOUNT CARRIED FORWARD

8 9357

8261

12-16-76

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 5-5(66)293; SU 592(3) &

STATE PROJECT NO.: US 466(13) See below

COUNTY NAME: Clackamas & Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I 831/S-1128 and U-191

FROM: G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. W. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
Julien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6/4/75	12/1/76	Various	Various

GENERAL LOCATION:
"SW 72nd Ave. Interchange - SW Boones Ferry Rd"

GENERAL DESCRIPTION OF WORK:
Install Bikeway signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-3-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 in the amount of $422 - Federal Funds $360.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/16/76	G. K. Hunter	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-655

34

8261 12-16-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-5(66)293; SU 592(3) & 466(13)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-831/S-1128 and U-191

COUNTY NAME: Clackamas & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
Julien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-4-75	11-26-76	Various	Various

GENERAL LOCATION:

"SW 72nd Ave. Interchange - SW Boones Ferry Rd."

GENERAL DESCRIPTION OF WORK:

Install two pedestrian crossing barricades and signs in accordance with MUTCD.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ~~XXXXXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-26-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $300 - Federal Funds $276.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-16-76	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—831-485

821.1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -5-5(66)293; SU 592(3) and US 466(13)

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

STATE PROJECT NO. See below

COUNTY NAME Clackamas & Washington

ITEM NO. I-831/S1128 and U 191

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR DEC 21 '76 REFER TO Ruben FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-4-75	11-2-76	Various	Various

GENERAL LOCATION:

"S.W. 72nd Ave. Interchange - S.W. Boones Ferry Rd."

GENERAL DESCRIPTION OF WORK:

Remove from stock signal poles, rebuild base and deliver to project. Transport poles to be later supplied by the contractor from the project to the Salem stock.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify.)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-29-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $2,200 - Federal Funds $1,575.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-14-76	E Walrath	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-058

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

October 1, 1976

Larry Rulien
Project Management Section
Oregon State Highway Department
Salem, OR 97310

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

Clackamas County is requesting that any eligible Federal funding programs be funded under the 86 percent Federal matching ratio and 14 percent State and local fund ratio.

JOHN C. McINTYRE - Director of Public Works
By Winston W. Kurth
WINSTON W. KURTH - County Engineer

/mak

cc: Jon Rose
Regional Federal Aid Engineer
5821 N. E. Glisan Street
Portland, OR 97213

PROJECT MANAGEMENT
OCT - 4 '76
REFER TO
FOR
Info | Investigate | R/D | Action ✓ | File | Letter | See me

cy: Cliff Saux
Hacek

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas Co. Bd. of Commissioners
Courthouse
Oregon City, OR 97045
Attention of Mr. John McIntyre
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1606
Date August 17, 1976
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction — Advance Deposit $110,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the S. Tigard Interchange-Boones Ferry Road portion of SW 72nd Ave.-Boones Ferry Road Section, FAS 943		$ 90,000.00
		To be retained		$ 20,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $110,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
134-1070-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
G. N. Hopkins — Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

S. Coulter
L. Kassey
L. Hardt
Albert Church
Jack Hook

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8261

July 23, 1976

Kearney Bros. Construction Company
P. O. Box 407
Tualatin, Oregon 97062

Gentlemen:

S.W. 72nd Ave.-S.W. Boones Ferry Road
Contract No. 8261

Your request for 20 days time extension because of "Additional contract work - Item No. 81 Traffic Signal Installation" has been reviewed. We assume this relates to Price Agreement No. 4 covering changes in the lump sum signal bid item. Please note the Sec. 108-09 specification on Adjustment of Contract time refers to causes "actually affecting the time necessary" and "the time actually necessary for completion of the work".

From the very brief substance of your request and from a general perspective on the status of the project, it is not readily apparent now that P.A. 4 will control completion. Any time attributable to it may well be concurrent with other work.

We must, therefore, deny your request at this time, but will be glad to reconsider it, and any other reasons you offer that actually delay or that analysis shows will actually affect the time necessary for completion.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

JAB:fr js

bc: H. S. Coulter
C. T. Keasey
E. L. Hardt
Robert Church
Dick Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 8, 1976

FILE: CON 5 #8261

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: S.W. 72nd Ave.-S.W. Boones Ferry Road
Contract No. 8261
Request for Time Extension

Herewith a very brief request from Kearney Bros. Construction Company for 20 days additional contract time because of additional signal work. This refers to Price Agreements 3 and 4 which make signal revisions at an increased cost of $7,512.

The contractor's objective here seems to be to get enough time extension to carry the contract into the next winter dormant no count time period, starting December 1. Some pertinent dates on the project are:

Bids opened (4 bidders)	June 26, 1975
Notice of award	July 17
Contract sent	July 21
Day count start	Aug. 1 (350 calendar workdays allowed)
Work started (clearing)	July 30
Shutdown order effective	Aug. 5 (due to court action)
Resume work order effective	Sept. 2 (28 days of shutdown time not counted)

I note the latest weekly report indicates the project is badly behind a theoretical schedule; with 62-1/2 percent of the contract time elapsed the project is shown as only 31 percent done.

We really do not have a logical analysis of the time value of the signal changes so far. This should be late work in the contract and whether or not the signal work will at some point control the contract completion is not apparent yet. There have been two larger price agreements so far (P.A. 1, $12,720 for Type 2 fence and P.A. 7, $13,431 for additional 84" CMP. The Resident points out that two other price agreement changes will be forthcoming involving signing plans and landscaping.

Logically any time value we assign now to the P.A. 4 signal work is probably concurrent with the time value of some of these other added items, or even regular contract items. There have been vague references to an impact claim on this project based on the early interruption. We

7-13-76

CM - John
Suggest denial at this time. Insufficient documentation and probability of concurrent time. Ed.

RECEIVED STATE HWY ENGR
JUL 9 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

cannot yet analyze the effect of a 20-day time extension for whatever reason on any future impact claim. At this point, I do not see why approval of this extension as requested would be detrimental to the State's position on future claims. I suggest we discuss it further and perhaps with Jack Sollis before taking a position on this request.

This project has some urban secondary funding which requires FHWA approval of any time extension. Rough draft letters will not be prepared pending further advice from you.

JAB:fr

Att.

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 2, 1975

TO Edward L. Hardt
Regional Engineer

ORIGINAL SIGNED
E. S. HUNTER

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Claim for Delay Costs
Contract No. 8261
S. W. 72nd Avenue Interchange-
S. W. Boones Ferry Road Section
Kruse Way

Any claim the contractor may have for delay costs due to the court injunction suspending work on the subject project will be handled in the usual manner and in accordance with the specifications and claim review procedure.

You should advise both the contractor and our Resident Engineer that early submission of any claim and careful documentation are absolute necessities.

ESH:ja

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey
L. W. Rulien

Routing

3 Keasey
1 Bond
2 Jackmond
4 Harwood
Johnsen
Walker

RECEIVED
OCT 3 1975
CONSTRUCTION
SECTION

Richards
Glenn
Berg

FORM 81.734.3030

1 Keasey ✓ 2 Bond ✓ 3 Jackmond ✓ RECEIVED OCT 1 1975 Richards Glenn Berg FILE: CON 5

Dec. 144

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE CONSTRUCTION SECTION

Region 1 - Milwaukie

September 30, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: E. S. HUNTER
Deputy State Highway Engineer

SUBJECT: SW 72nd Avenue Interchange-
SW Boones Ferry Road Section
Kruse Way
Contract No. 8261
(Claim for ~~Delay~~ Costs)

On September 15 Don Adams, Paul Barnhart, and I had a meeting with Bob Kearney, partner in the Kearney Bros. Construction Co., who have the Kruse Way contract. The purpose of our meeting was to discuss the impacts of the delay that the project had just experienced and the resulting costs.

Attached you will find a September 17 letter from Kearney Bros., which resulted from this meeting. The thrust of this letter, as I read it, is a question from the contractor --- can we afford to pay the additional costs which will be incurred as a result of the delay.

The figure of $312,000 for "escalation" mentioned in this letter refers to an estimate prepared by the contractor for bringing the status of the project back to where it would have been without the delay by the end of the current construction season. We have told the contractor that we do not want the project escalated to this extent, that we would like it pursued as a normal construction project. It is not possible at this time to identify the delay costs which the contractor will be expecting us to pay for. Paul Barnhart's off-the-cuff estimation of this figure ranges as high as $250,000. This is not what we will be obligated to pay the contractor, but what his claim to us may amount to. I can't imagine this amount of claim being generated on this size of project but, of course, I could be wrong.

I think the reason the contractor wrote this letter is that at the time of our meeting there was some doubt in our minds as to whether we could even afford the scale of landscaping ($150,000) that the City of Oswego was proposing at that time, and that thought undoubtedly was passed on to the contractor. Mr. Rulien has subsequently cleared up the question of available financing for landscaping, but I'm sure the contractor is still nagged with the question of whether we can afford to pay the total bill for the project, whatever that might be.

I propose to answer this letter by telling the contractor that whatever costs he has been put to by the delays to the project that are documented and well supported will be paid. In other words, that we are willing to pay the price for the project. The purpose in my writing to you is to get your reaction to all of this due to the uncertainty as to the amount of money which may be involved in the delay costs, and due to the peculiar funding for this project.

ELH/cr
Attachment
cc H. S. Coulter w/attachment
L. W. Rulien "
C. T. Keasey w/attachment
Paul Barnhart "

Claim card made 10-2-75

Kearney Bros.
Construction Co.

PHONE (503) 639-0662 • 18055 S. W. LOWER BOONES FERRY ROAD • POST OFFICE BOX 407 • TUALATIN, OREGON 97062

September 17, 1975

Mr. Paul Barnhart
Resident Engineer
1919 N.E. Thurman
Portland, Oregon

Re: O.S.H.D. Contract No. 8261
District Meeting

Dear Sir:

We felt that our meeting of September 15, at the District Office with you, Ed Hardt and Don Adams was most helpful in directing us not to escalate the job to get back on our previously submitted schedule, dated July 23, 1975, and that we would be given a reasonable time extension when it could be determined what would be needed.

We were glad to hear at the meeting that normally when a job is stopped by the State, and we have price increases due to the escalation costs, that the State has in the past allowed a claim.

Although our figure of $312,000 for escalation sounded excessive, it covered many things. We have been set back in hauling off our clearing debris due to other commitments by our hauler, and it is costing us additional time and expense and, in effect, is raising the cost of our clearing and excavation.

Our offer to combine this and our costs during the shut down did not seem to be applicable because of available funds, and we are concerned that if funds are not available at this time to cover the increased costs that will be incurred due to the previously noted escalation of materials and labor beyond our control, that it may be well for you to reconsider, as was mentioned at the meeting, that the job be terminated.

Number one, we feel that we should not have to bear the burden of these increased costs until the completion of the job; and, number two, find out you have no funds to pay for it.

It was also determined at the meeting by Mr. Hart that whenever possible we were to keep the Resident Engineer aware of the

RECEIVED
SEP 26 1975
PAUL R. BARNHART
Resident Engineer

EQUAL OPPORTUNITY EMPLOYER

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items that would increase in cost, but it was not determined how or when these costs would be paid.

We feel it only reasonable to ask for this information at this time as we see next year's prices being much higher.

Very truly yours,

KEARNEY BROS. CONSTRUCTION CO.

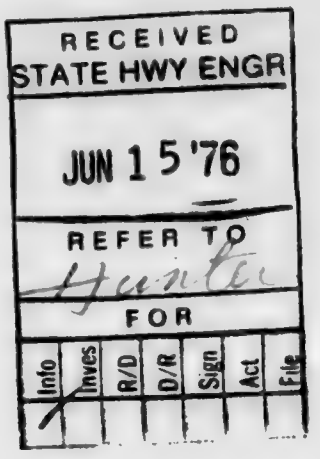
Robert D. Kearney
Partner

ss

#8261

Frank Josselson
4282 SW Cobb Way
Lake Oswego, Oregon 97034

June 10, 1976



Mr. John C. McIntyre, Director
Clackamas County Public Works Department
902 Abernethy Road
Oregon City, Oregon 97045

Re: Kruse Way (FAS 943)

Dear John:

This letter is to confirm the matters we discussed relative to Kruse Way.

On May 25, 1976, Mr. Robert Perron met in Salem with representatives of the state highway department to review their design/landscaping plan for Kruse Way for conformance with the design/landscaping plan reviewed by your department, subjected to public hearing, adopted by the Lake Oswego City Council, and incorporated by reference into the stipulated final judgment in West Clackamas League of Women Voters, et al. vs. Board of County Commissioners of Clackamas County, et al.

On June 8, 1976, Joel Kuntz and I, attorneys for plaintiffs in the Kruse Way litigation, met with Mr. Perron to review several major discrepancies and areas of non-conformance he detected between the plans presented to him on May 25, 1976 and those incorporated into the court order. Bob has not yet had an opportunity to inspect the site to make a final determination as to other apparent discrepancies, but will do so at the earliest practicable time.

With the possible exception of those apparent non-conformances Bob has not yet had a chance to confirm, we believe the following, individually and cumulatively, are of sufficient magnitude to threaten the integrity of the stipulated judgment you and we worked so hard to achieve.

1. The design/landscaping plans incorporated into the court order, provided for an unpaved, curbed median strip to run the length of the road, to give it a boulevard effect, retaining as many of the existing trees in the median as possible, consistent with sound safety principles for a 35-40 mph road. The plan approved by City Council provided for five points of access to properties adjacent to the road, to be located at

cy Perron
Keating
6-15-76

points which were identified by the Clackamas County Public Works Department. The most westerly of these points was an access to the Brigham Young property (north and south) at a point described by your department as "Engineering Station 495 + 50."

The plans presented to Mr. Perron on May 25 show that the location of this access point is being moved approximately 360 feet west.

2. The plans approved by the City Council called for 200-foot refuge lanes. The plans presented to Mr. Perron on May 25 show 400-foot refuge lanes.

The effect of this alteration, coupled with alteration No. 1, above, is to eliminate all but approximately 125 feet of unpaved median strip in the west approximately 1175 feet of Kruse Way.

During the City Council's public hearings on the design/landscaping plan, Kruse Way was described as the "gateway" to Lake Oswego. The virtual elimination of the median strip in the west one-fourth portion of Kruse Way which would result from these two alterations would destroy the boulevard-like, gateway effect the design planning effort was undertaken to achieve.

3. At the meeting on May 25, 1976, Mr. Perron was informed that the width of the above-described Brigham Young access was to be expanded to four lanes. The plans incorporated into the court order called for a two-lane access.

4. Mr. Perron was informed that no landscaping whatever is proposed for the northwest corner of the intersection of Kruse Way and Lower Boones Ferry Road. The plans incorporated into the court order called for landscaping on that property. Mr. Perron was informed by the people in Salem that the reason no landscaping is provided at this point is that the county acquired only an easement and not the fee for this portion of the right of way; and that neither the county nor state has legal authority to landscape the landowner's property. This contradicts our understanding throughout, i.e., that the county was acquiring outright all property within the right of way.

We would be most grateful if you would investigate and report to us on these matters. We share your desire to complete

construction of Kruse Way without further conflict and complications. We are also confident that you will protect and effectuate the court order to which we stipulated, and ensure that Kruse Way, as constructed, will conform to the design/landscaping plan incorporated therein. Finally, as Special Master to the court, we trust you will not permit any construction to occur which might interfere with ultimate implementation of the court order and the design/landscaping plans incorporated therein.

We would appreciate a reply to this letter not later than June 17, 1976. If you have any questions about it, please contact me or Bob Perron.

Thank you for your assistance.

Very truly yours,

Frank Josselson

Frank Josselson

FJ:cw

8261

144

Salem, Oregon
December 29, 1975

A. D. Olson
Preliminary Design Engineer

Marion Craft
Region 1 Construction Engineer

SW 72nd Ave. Intchange.-
SW Boones Ferry Rd. Section
Beaverton-Tigard & Pacific Hwys.
FAS 943

The data transmitted by letter of December 17 showing the revisions in line and grade for the northeast quadrant of the South Tigard Interchange has been reviewed.

The alignment revision to the off ramp would be a theoretical improvement over that shown on the plan sheet and should be used if the change can be readily made. Whether a driver could tell the difference with alignment this sharp is a matter of opinion.

I do not see any particular benefit in the grade revisions. It would appear that there will be an increased problem in handling traffic with the greater elevation difference between the new off ramp and the existing off ramp, particularly at the crossing (Station 92-94). I believe these grade revisions were part of the plan to avoid moving the towers and they should be reviewed to be sure they are an improvement over the plan data. If you feel that they are and that they can be readily implemented, the change should be made.

I understand that there was discussion of contour grading, slope flattening, etc., at the meeting you had with Hal. When lines and grades are fixed this should be discussed with Landscape.

As requested your plan sheets are attached.

ADO:jh

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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DEC 29 1975
ROAD DESIGN SECTION

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Bring Up ___/___/___
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

December 17, 1975

FILE: CON 5

FROM: MARION CRAFT
Region Construction Engineer

TO: HAL VERSTEEG
Design Engineer

SUBJECT: S.W. 72nd AVENUE INTERCHANGE-
S.W. BOONES FERRY ROAD SECTION
BEAVERTON-TIGARD AND PACIFIC HIGHWAYS
FAS 943
CONTRACT NO. 8261

Attached for your information is a proposed alignment and grade line revision for the South Tigard Interchange area. This proposal has been discussed with both Clackamas County and the City of Lake Oswego and they have no objections to the changes. The two illumination towers will be removed and installed at an acceptable location, as discussed in your office earlier.

If you have any suggestions or objections to these proposals, please let us know.

MC/lms
Attachment

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#8261

45

December 26, 1975

1238-K

Mrs. Gerald G. Mock
4920 S.W. Parkhill Street
Lake Oswego, OR 97034

Dear Mrs. Mock:

Thank you for your letter concerning the I-5-ORE217 Interchange. I am sorry you were unable to contact me during Dick Klinger's program.

The problem to which you refer will be corrected upon the completion of the Kruse Way project. At that time a traffic signal will be installed on ORE217 at its intersection with the southbound I-5 ramp. You should experience no problems in making your left turn with a traffic signal.

An additional ramp for the southbound-to-eastbound movement would lessen the traffic congestion; however, this would be a very expensive project--approximately $800,000. Our engineers have studied the interchange and we are confident the signal will adequately handle the traffic.

In regard to the intersection of Bangy and Bonita Roads, these facilities are under the jurisdiction of Clackamas County. You should contact Mr. John McIntyre, Director of Public Works, Clackamas County Courthouse, Oregon City, 97045, concerning the request for a stop sign on Bonita Road.

We appreciate your interest in the safety of our highway system.

Best wishes for the holiday season.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
L. E. George
Ed Hardt

RLS:ab dpy

4920 SW Parkhill St.
Lake Oswego, Oregon
97034

Dec 16, 1975

RECEIVED
DEC 22 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 16 '75
REFER TO
Schmidt
FOR
Info | Inves | R/W | Des | Staff | Aud | File

Mr. Fred Klabee
Administrator
State Highway Division
Salem, Oregon.

Dear Mr. Klabee:

Re: Bonita Exit, I-5

I tried to call last night during the Dick Kluger Open Line program but was unsuccessful.

My question: Are there any plans for another off-ramp from I-5 onto Hiway 217 (going South)? As it now exists, it is very difficult, most times, to make a left turn onto Hiway 217 because

of traffic and vision. When 217 is completed through to Boone Ferry, the traffic will be whizzing by even faster; and because of the freeway bridge on the left (at the top of Bonita Rd) and the curve of 217 on the right, it is difficult to see traffic & estimate the best time to make a left turn onto 217.

I feel it would be most helpful if there was an off-ramp from I-5 after passing under Hiway 217 & circling back to 217. (Has created). I do hope there are plans for this.

Also, I feel it would be helpful if there was a STOP sign

on Bonita at Bangy. Again because of traffic & vision. There is considerable traffic from the west on Bonita at "going-home" time, and it is difficult to make a left turn onto Bonita from Bangy Rd., and vision is only to about ⅓ or ½ way across the freeway bridge from the Bangy Rd. stop. I hope, too, that you will give this your consideration.

Sincerely,

Agnes Mock

South
STOP
Bonita
STOP
E
BANEY
I-5
W
Grand Ave
Hwy. 217
N
Bonita Exit

8261

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

December 17, 1975

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Proposed Subcontract
(Clackamas S. & G.)
SW 72nd Ave.-SW Boones Ferry Rd.
Contract No. 8261

TO: Ed Hardt
Region I Engineer

I noticed on Pg. 2A (attached) of the proposed subcontract with Clackamas Sand and Gravel, Inc., that the contractor indicated the price quotations were based on an anticipated 1975 completion for these items. This would appear to be an unrealistic schedule even had there been no delay in commencing the contract work.

As the contractor was prevented from starting work for some time after contract award, there is a possibility of an escalation claim being submitted. We are hesitant to grant consent to the proposed subcontract with the 1975 completion wordage included as this could be construed to mean we agreed the work could have been completed within that time frame. The contractor might use this as a basis for claiming for escalation costs which occur after the first of the year.

Please review your copy of the proposed agreement and give your opinion on the matter. We will hold our copy until receiving your comments.

WR:mk

Att.

cc: H. S. Coulter
Paul Barnhart

RECEIVED
DEC 19 1975

Subcontractor shall be required to furnish traffic protection and traffic safety as required by the State and the Prime Contract which is related to Subcontractor's work. Any payment made by the State to Contractor involving flagging required by the Subcontractor shall be paid, but only in the amount paid by the State and when paid and received by Contractor from the State of Oregon.

*With Respect to Bid Item Nos. 18, 19 and 22 -- Subcontractor shall be required to obtain the material furnished by Contractor in stockpile at Progress Quarry, and the price to be paid includes the mixing, hauling and placing of said material by the Subcontractor, all as per the Prime Contract requirements and in accordance with the directions and to the satisfaction of the State Highway Engineer. With respect to Bid Item No. 19 -- the price to be paid includes either the mixing at Subcontractor's pugmill at Progress Quarry or blade mixing on the job, whichever may be required by the State Highway Engineer.

**With respect to Bid Item No. 23 -- The cement will be furnished by Contractor F.O.B. truck, Progress Quarry.

***With respect to Bid Item Nos. 24, 26 and 27 -- Subcontractor has represented that it has obtained a commitment for a firm oil and fuel price to the end of the year 1975. The above bid prices are based on completion of these items this year as per your work schedule dated July 23, 1975.

With respect to Item No. 56 -- There shall be no change.

8261

Salem, Oregon
November 7, 1975

J. H. Versteeg
Road Design Engineer

E. L. Hardt
Region 1 Engineer

Lighting Towers
SW 72nd Ave. Intchg.-Boones Ferry Rd.
FAS 943 (Kruse Way)

We have reviewed the field proposal that would have permitted the two lighting towers in the northeast quadrant of the subject interchange to remain in place.

It is our view that the light tower in the island area near BT 4, Station 85, would be a hazard to traffic and should be relocated.

The second lighting tower in question could possibly be missed by the revised profile and alignment proposed by Paul Barnhart, Resident Engineer. After a considerable discussion concerning sight distance, profiles, etc., it was decided that the second tower should also be relocated. This decision is based on the long term impacts on operations and safety that could be expected if the light tower was not moved. These impacts would include construction of a low concrete wall, a roll in the profile grade of the BT 4 and CT 3 lines and some limitations in the horizontal and vertical sight distances.

I advised Marion Craft that the proposed "L" Line profile change in the area of Station 42 appears satisfactory but should be cleared with Clackamas County. The Preliminary Design Unit objects to the profile change and would like an opportunity to review the proposal. Would you please submit a print of the proposed profile change for their review. (Discussed with Marion Craft by phone.)

Present were Marion Craft, Paul Barnhart, Harold Brodrick, Frank Terpin, Gordon Ballard, Don Stoudenmeyer and the writer.

JHV:jh
cc: Frank Terpin
A. D. Olson
Gordon Ballard
Paul Barnhart

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

October 20, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
Highway Engineer

Mr. Delbert Fennell
Superintendent
Tigard Public Schools, District 23J
Administration Office
13137 SW Pacific Highway
Tigard, OR 97223

Dear Sir:

Dick Etherington of CRAG has passed along your September 12 letter regarding your school district's concern for the proposal to add ramps to the Southwest 72nd Avenue-Route 217 Interchange.

This office will be doing the field work and coordinating the design for this interchange with our Salem office. The Highway Division is aware of your concerns and we will keep you informed as to the progress of the design and of any public meetings involved in it.

If you have any further information for us, or questions, please feel free to contact me at any time.

Sincerely,

SIGNED BY
EDWARD L. HARDT

EDWARD L. HARDT
Regional Engineer

ELH/cr
bc Gary Potter w/attachments
Hal Versteeg "
Jim Cochell "
Dick Etherington, CRAG

RECEIVED

Form 81-734-3122

Tigard Public Schools, District 23j
Administration Office
13137 S.W. Pacific Hwy.
Tigard, Oregon 97223
Area Code (503)620-1620

RECEIVED
SEP 15 1975
COLUMBIA REGION
ASSOC. OF GOVERNMENTS

September 12, 1975

Mr. Richard Etherington
Director of Transportation Planning
Columbia Regional Association of Governments
527 S. W. Hall Street
University Center Building
Portland, OR 97201

Dear Mr. Etherington:

Tigard School District 23J would like to again remind CRAG Transportation Committee, Board of Directors, and Oregon State Highway Commission of our continuing concern over the proposed 72nd Avenue and Highway 217 off/on ramp.

The attached copy of our presentation to the October 10, 1974 CRAG hearing in Beaverton is again presented to you to express our ongoing concerns. Since that time, many area parents have expressed strong opposition to any plan that would bring traffic any closer to the Phil Lewis school ground and facility.

Environmental regulations of noise and air particle pollution must be carefully examined and applied.

We trust that all these concerns will be given full attention in every phase of planning, funding, and implementation. It is also requested that this district be advised of any meetings or hearings in reference to the proposed development.

Thank you for your consideration.

Sincerely,

TIGARD SCHOOL DISTRICT 23J

Delbert Fennell

Delbert Fennell, Superintendent

Gerd von Hagen

Gerd von Hagen, Chairman, Board of Directors
Attachment
rb

Tigard Public Schools, District 23j
Administration Office
13137 S.W. Pacific Hwy.
Tigard, Oregon 97223
Area Code (503)620-1620

C.R.A.G. Hearing - October 10, 1974
7:30 PM, Beaverton City Hall

Subject: Proposed State Highway Projects to be financed under the 1973 Bonding Authority of the State Transportation Commission with recommendations from C.R.A.G.

Specific Project: Proposed 72nd Avenue and Highway 217 off/on ramp.

Tigard School District 23J Position: The board and administration can in no way support any off/on ramp that shall encroach upon or bring traffic closer to the Phil Lewis Elementary School site. The school is a modern, efficient, and filled to capacity facility, and any loss of property, increased traffic-pollutions and noise could jeopardize its standard rating for accreditization and funding from the Oregon Board of Education. The Board, Administration, students, and parents of this area will not allow any reduction of the high standards under which this school is operating. The 528 student's welfare, safety, and educational program must be kept in highest priority.

While the reasoned community growth must balance educational, residential, and commercial concerns, the proposed off/on ramp from 72nd and Highway 217 could only be acceptable to us if it indeed decreased commercial traffic in front of or beside the school site. The original Highway 217 location, adjacent to the Phil Lewis site was clearly opposed and has proven detrimental to the school program and activities, and the district will in no wise approve any further move to bring traffic confusion, noise, and pollution closer to the school grounds.

The proposed ramp site could be an excellent idea if it were to circle around basically on the east side of 72nd Avenue. This could give the desired commercial access and eggress on Highway 217, and also give the much desired result of moving traffic away from the school site. Other alternatives may be proposed in this project as to design and location, but the concerns of the district remain clear, as follows:

1. Noise levels becoming too high so close to a school classroom.
2. Noise interference on playground activities during school program and the many after school activities.
3. Potential traffic congestion at or near the school as commercial vehicles turn off proposed 72nd to 217 ramp.
4. Safety of children walking to and from Phil Lewis School from the southern areas-having to cross proposed access and egress from Highway 217.
5. Simple and safe bus and car drive patterns in and out of the Phil Lewis parking areas.

The Tigard School District 23J is concerned that the residential and commercial aspects of the community proceed ahead with care and planning. The above listed concerns are not casual-but very serious in our estimation. The needs of the children and families in the immediate area are of top priority to us. It is thus considered as completely essential that the listed concerns have official recognition in every stage of planning and that our interests are clearly represented in the planning, designing, and building of any off/on access to Highway 217 at 72nd Avenue.

Delbert Fennell, Superintendent

Orin Zimmerman, Board Chairman

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

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STATE HWY ENG
OCT 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 14, 1975

NOTED
E. S. HUNTER

Mr. Robert D. Kearney
Partner, Kearney Bros. Construction Co.
P. O. Box 407
Tualatin, OR 97062

Dear Sir:

Paul Barnhart has referred your September 17 letter regarding delay costs on the SW 72nd Avenue Interchange-SW Boones Ferry Road project to this office.

I get the impression, reading your letter, that you have some doubts as to whether you will be compensated for your costs resulting from the court-ordered delay to the project. Let me assure you that you will be reimbursed for any delay costs which have been substantiated. At the same time I must point out that these costs must be well documented and must be approved by the resident engineer. This gets back to my earlier comment that you should involve Mr. Barnhart in the decisions that you are making which may have an impact on your future delay costs so that he can become aware of the background and assist you with your presentation for reimbursement. With respect to timing, as soon as an item can be identified and is independent of future events on the project, it should be worked up and submitted for payment.

If you still have questions regarding compensation for delay costs, I would be happy to discuss them with you at any time, but I would ask that you first take your questions to Mr. Barnhart.

Sincerely,

Edward L. Hardt
Regional Engineer

ELH/cr
bc E. S. Hunter
H. S. Coulter
C. T. Keasey
Paul Barnhart w/copy of Hunter's letter

Form 81-7343122

E. S. Hunter
H. S. Coulter
C. T. Keasey
C. W. Rutten
ESH:ja

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE October 2, 1975 Salem, Oregon

TO Edward L. Hardt
Regional Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Claim for Delay Costs
Contract No. 8261
S. W. 72nd Avenue Interchange-
S. W. Boones Ferry Road Section
Kruse Way

Any claim the contractor may have for delay costs due to the court injunction suspending work on the subject project will be handled in the usual manner and in accordance with the specifications and claim review procedure.

You should advise both the contractor and our Resident Engineer that early submission of any claim and careful documentation are absolute necessities.

ESH:ja

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey
L. W. Rullen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 30, 1975

FILE: CON 5

NOTED
E. S. HUNTER

FROM: EDWARD L. HARDT
Regional Engineer

TO: E. S. HUNTER
Deputy State Highway Engineer

SUBJECT: SW 72nd Avenue Interchange-
SW Boones Ferry Road Section
Kruse Way
Contract No. 8261
(Claim for Delay Costs)

On September 15 Don Adams, Paul Barnhart, and I had a meeting with Bob Kearney, partner in the Kearney Bros. Construction Co., who have the Kruse Way contract. The purpose of our meeting was to discuss the impacts of the delay that the project had just experienced and the resulting costs.

Attached you will find a September 17 letter from Kearney Bros., which resulted from this meeting. The thrust of this letter, as I read it, is a question from the contractor --- can we afford to pay the additional costs which will be incurred as a result of the delay.

The figure of $312,000 for "escalation" mentioned in this letter refers to an estimate prepared by the contractor for bringing the status of the project back to where it would have been without the delay by the end of the current construction season. We have told the contractor that we do not want the project escalated to this extent, that we would like it pursued as a normal construction project. It is not possible at this time to identify the delay costs which the contractor will be expecting us to pay for. Paul Barnhart's off-the-cuff estimation of this figure ranges as high as $250,000. This is not what we will be obligated to pay the contractor, but what his claim to us may amount to. I can't imagine this amount of claim being generated on this size of project but, of course, I could be wrong.

I think the reason the contractor wrote this letter is that at the time of our meeting there was some doubt in our minds as to whether we could even afford the scale of landscaping ($150,000) that the City of Oswego was proposing at that time, and that thought undoubtedly was passed on to the contractor. Mr. Rulien has subsequently cleared up the question of available financing for landscaping, but I'm sure the contractor is still nagged with the question of whether we can afford to pay the total bill for the project, whatever that might be.

I propose to answer this letter by telling the contractor that whatever costs he has been put to by the delays to the project that are documented and well supported will be paid. In other words, that we are willing to pay the price for the project. The purpose in my writing to you is to get your reaction to all of this due to the uncertainty as to the amount of money which may be involved in the delay costs, and due to the peculiar funding for this project.

ELH/cr
Attachment
cc H. S. Coulter w/attachment
L. W. Rulien "
C. T. Keasey w/attachment
Paul Barnhart "

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Kearney Bros.
Construction Co.

PHONE (503) 639-0662 ● 18055 S. W. LOWER BOONES FERRY ROAD ● POST OFFICE BOX 407 ● TUALATIN, OREGON 97062

September 17, 1975

Mr. Paul Barnhart
Resident Engineer
1919 N.E. Thurman
Portland, Oregon

Re: O.S.H.D. Contract No. 8261
District Meeting

Dear Sir:

We felt that our meeting of September 15, at the District Office with you, Ed Hardt and Don Adams was most helpful in directing us not to escalate the job to get back on our previously submitted schedule, dated July 23, 1975, and that we would be given a reasonable time extension when it could be determined what would be needed.

We were glad to hear at the meeting that normally when a job is stopped by the State, and we have price increases due to the escalation costs, that the State has in the past allowed a claim.

Although our figure of $312,000 for escalation sounded excessive, it covered many things. We have been set back in hauling off our clearing debris due to other commitments by our hauler, and it is costing us additional time and expense and, in effect, is raising the cost of our clearing and excavation.

Our offer to combine this and our costs during the shut down did not seem to be applicable because of available funds, and we are concerned that if funds are not available at this time to cover the increased costs that will be incurred due to the previously noted escalation of materials and labor beyond our control, that it may be well for you to reconsider, as was mentioned at the meeting, that the job be terminated.

Number one, we feel that we should not have to bear the burden of these increased costs until the completion of the job; and, number two, find out you have no funds to pay for it.

It was also determined at the meeting by Mr. Hart that whenever possible we were to keep the Resident Engineer aware of the

RECEIVED
SEP 26 1975
PAUL R. BARNHART
Resident Engineer

EQUAL OPPORTUNITY EMPLOYER

items that would increase in cost, but it was not determined how or when these costs would be paid.

We feel it only reasonable to ask for this information at this time as we see next year's prices being much higher.

Very truly yours,

KEARNEY BROS. CONSTRUCTION CO.

Robert D. Kearney
Partner

ss

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie

September 17, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: Kruse Way Litigation
Contract No. 8261

TO: E. S. HUNTER
Deputy State Highway Engineer

As you are aware a settlement has been reached in the subject litigation. I have attached a copy of a letter from John McIntyre, Director of Public Works for Clackamas County, to me emphasizing certain particulars of the Courts Stipulation for Dismissal, Final Judgement and Order which are also attached.

There are a couple of points which may be of interest to you in McIntyre's letter of transmittal. One is the unique relationship between the County Court and the Highway Division wherein the Court has ruled that the Highway Division is acting as agent for the County and that John McIntyre has been appointed a Special Master of the Court. In this capacity he is directed to inform the Court if the construction does not meet the intent of the settlement. The second point mentioned is the development of a landscape plan. While Mr. Bob Perron, who represented the Plaintiffs in this case, did develop the conceptual plan and does want to do the detailed design, it is my intention to request, by copy of this letter, that Roy Olson work up the detailed plans based on Mr. Perron's concept. According to the Court Order Mr. Perron is to be provided review privileges of our plan. I don't really feel there is any problem in this and am suggesting that as soon as a preliminary landscape plan is developed that we contact Mr. Perron and consult with him.

We have already made and will continue our efforts to work with the County, the City, and Mr. Perron as the representative of the Plaintiffs in developing a reasonable landscape plan for this Highway. It is my intent to develop the project as openly as possible so there can be no recriminations at a later date.

DRA/b
att
cc: Hal Versteeg
L. W. Rulien
Roy Olson
Paul Barnhart w/att

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SEP 19 1975
Office of ... State Highway Engineer

Office of ... State Highway Engineer
9-18-75

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STATE HWY ENGR
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NOTED
H. S. COULTER

cc D. Adams & Rulien

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

September 10, 1975

Don Adams
Construction Engineer
Oregon State Highway Department
Region I
P. O. Box 02157
Portland, OR 97202

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30 REGION I
ENV LGC

Judge Gilroy has just executed the attached Stipulation for Dismissal, Final Judgment and Order regarding Kruse Way, FAS 943. I request that you carefully review this document and if any questions arise as to its meaning or interpretation, please contact me as well as your own legal counsel. Although the State is not a party to the suit, the Court has ruled that you are our agents and look to us to see that you and your staff comply with the directives of the Court. I will offer some general comments to this Order which are intended to guide you in administering the contract with Kearney Bros., Inc. as well as properly instructing your landscaping section to prepare appropriate plans and specifications for landscaping the highway right-of-way.

My first comment involves Section 3 (e) found on Page 2 - (Stipulation of the Parties):

Mr. Perron's conceptual plan, approved by the City Council of Lake Oswego on the evening of September 9, 1975, is the plan you will use in developing final landscaping drawings and specifications and subsequent Change Order to Kearney Bros.' contract. One item that has been continually discussed in the implementation of Mr. Perron's plan is that of saving the large Oak tree, which is believed to be in excess of 150 years of age. Councilman Finch, who authored the approval motion for our tree cutting permit, stated that he wished the tree to remain if at all possible, however, he left it up to us (the State and County) to determine the feasibility. I am sure Councilman Finch was unaware of the studies we have previously performed to ascertain the possibilities of saving this Oak. These studies indicated that an alignment

change would be necessary to accomplish this, but this change would decrease the safety of the facility and, in addition, require the removal of some smaller Oaks and Firs on the south side. Considering these two factors, I have determined (and I believe you concur with this recommendation) that the Oak should be removed and no alignment change instituted.

My next comment involves Section 2, found on Page 5 - (Order of the Court):

The Order seems to give us the option of employing Mr. Perron to prepare the necessary detailed plans and specifications. I personally am impressed with the quality of work he has performed to date and feel he would be well qualified to reduce his conceptual plan to detailed plans and specifications. You and I had an opportunity to discuss this and it was pointed out that any private consultant employed to perform work on a contract involving Federal Aid participation must be selected according to the procedures and policy memorandums of the Federal Government. We have long since passed the stage where any private consultant could be employed under their procedures to do this form of work and, for that reason, I am sure your own landscaping section will have to be used. If, on the other hand, you could find a way to employ Mr. Perron within a time frame not to delay the project and his employment would be eligible for compensation under the existing funding formula, then I certainly would have no objection to such an appointment. The Section goes on to state that any work performed by others in reducing the conceptual plan to a final plan must be reviewed by Mr. Perron and his concurrence obtained.

Section 3, found on Page 6, deals with the good faith of our respective organizations. I am totally convinced that your organization and ours will be doing whatever is possible to see that the desires of the Court, the City Council of Lake Oswego and, more importantly, the people themselves, are carried out. It is, indeed, disheartening to know that our Plaintiffs still have some reservations as to our desire to build an aesthetically pleasing and environmentally sound facility. Be that as it may, I will again reiterate that no trees in the median will be cut which might be incorporated into the final landscaping plan. I would request that you mark those trees which, you feel, cannot be saved or incorporated into the final plan and seek Mr. Perron's concurrence with your findings.

> You will note that this same paragraph labels me as a Special Master of the Court for the purpose of ensuring the implementation of Mr. Perron's conceptual plan. I accept this responsibility without reservations, as I know your goal is the same as mine and that is to show everyone we are capable of working with others in building a totally acceptable facility. I hereby appoint you as my representative in working out all details with Mr. Perron and seeing that the contractor complies with the intent of the Final Judgment and Order. I only need to be contacted if you feel a dispute might arise in your dealings with others (including individuals in your own organization).

It appears that we may have crossed the last hurdle in seeing that Kruse Way becomes a reality. In retrospect, the journey has not been easy and at times, extremely frustrating. Without your help and that of others within the organization of the Highway Department, Kruse Way would have been shelved and collecting dust for years to come. I personally want to thank you for standing by us at all times and affording the support and encouragement we needed in seeing the project through all of these stages. Of course, there were others who played a viable part in this accomplishment such as Rep. Roger Martin, the City Council and staff of Lake Oswego, our Congressmen, Federal Highway officials, some individuals of the DEQ staff and Environmental Quality Commission and, naturally, our own Board of County Commissioners, all of whom deserve our praise.

I feel my job is almost complete and the meaningful part of yours is just beginning and that is the construction of Kruse Way. Let's get it done as soon as possible and let me know when we can have a "ribbon cutting" ceremony.

JOHN C. McINTYRE - Director of Public Works

/mak

Attachments

cc: Board of County Commissioners
Donald Eppley - Lake Oswego, City Manager
Marlin DeHaas - Public Works Director, Lake Oswego
James Cox - City Attorney, Lake Oswego
Richard Crist - Deputy District Attorney
Jack Sollis - Assistant Attorney General
Rep. Roger Martin - District 24

John W Mitchell

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

WEST CLACKAMAS COUNTY LEAGUE OF WOMEN VOTERS, OREGON ENVIRONMENTAL COUNCIL, NORTHWEST ENVIRONMENTAL DEFENSE CENTER, JOYCE COHEN, ELLEN CORE, MATT FINNIGAN, PAUL LYONS, MARCIE KIRSCHBAUM, MAURICE BAKER, WILLIAM COPELAND, NANCY TURNER, DON WAGGONER, Plaintiffs, v. BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STAN SKOKO, THOMAS D. TELFORD, ROBERT SCHUMACHER, CLACKAMAS COUNTY PUBLIC WORKS DEPARTMENT, JOHN MC INTYRE, and THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO, Intervenors, Defendants.	Civil Nos. 92114 & 92681 STIPULATION FOR DISMISSAI FINAL JUDGMENT AND ORDER

This cause is and has been before this Court upon petitions by plaintiffs for writ of review and declaratory judgment alleging that a proposed county road known as Kruse Way (FAS 943) is in violation of the August 7, 1974 Clackamas County Comprehensive Plan. Defendants are the Board of County Commissioners and its members, and the Public Works Department of Clackamas County and its Director. The City Council of the City of Lake Oswego has, pursuant to ORS 13.130, duly sought and has been granted leave to intervene as party defendant. All parties have consented and agreed to be bound by the Stipulations and Orders set forth in this Judgment.

After extensive discussions among plaintiffs, defendants, and intervenors, all parties have concluded that their

respective interests in Kruse Way and those of the public, and their respective rights and responsibilities under local, county, state, and federal laws and regulations can and will in good faith be enforced and discharged without the necessity of further state or federal litigation, or the time, energy, delay, and public inconvenience such further litigation would entail.

NOW, THEREFORE, all parties hereby STIPULATE:

1. It is in the public interest that a four-lane road and an appurtenant bicycle path should be constructed at the earliest practicable time over a right of way which has been condemned or acquired by defendants for FAS 943;

2. That the landscaping and design for that road should provide an aesthetic highway;

3. That the design of that highway shall conform to the following requirements:

(a) The road shall contain two twelve-foot lanes for vehicular travel in each direction (a total of four lanes);

(b) That the eastbound and westbound lanes shall be separated by a median strip;

(c) That the sides of the traveling lanes and the median strip shall have curbs and not shoulders;

(d) That the speed ~~limit~~ for the road ~~shall~~ not exceed (35) miles per hour, and that further design and safety requirements shall take this factor into account;

(e) Detailed engineering, landscape, tree-cutting/preservation, and design plans and specifications to be

prepared which shall conform to a Design and Landscape Concept for the road which shall have been approved by the City Council of the City of Lake Oswego following a hearing or hearings at which defendants, state highway officials, and all members of the public shall have been provided the right to participate to testify and to rebut evidence. The term "design," as used in this Judgment, includes but is not limited to the design and location of lighting, signing, graphics, traffic signalization equipment.

4. That defendants and intervenors shall actively and in good faith support and testify to the State Speed Control Board that the speed limit for FAS 943 should not exceed 35 to 40 miles per hour.

5. That the Board of County Commissioners and the City Council of Lake Oswego shall jointly apply to the Portland Metropolitan Area Boundary Commission in favor of annexation of the entire right of way of FAS 943 to the City of Lake Oswego, and that all parties to this proceeding shall actively and in good faith support and shall testify in favor of annexation. Upon annexation of the right of way, the City of Lake Oswego shall assume ownership of, responsibility for, and control of the right of way, including control of access to and from the highway (see Exhibit "A" attached to this Judgment).

6. That the Board of County Commissioners and the Clackamas County Planning Commission shall in good faith and in the manner prescribed by law and by applicable county

regulations, consider and institute proceedings on two proposals to amend the Clackamas County Comprehensive Plan (see Exhibit "B" attached):

(a) To amend the plan to create a "special area" classification for those county lands having peculiar or special local or regional significance or sensitivity. Lands affected by the FAS 943 right of way, with the advice and consultation of the Planning Commission and City Council of Lake Oswego, shall be identified and considered for a "Bonita Meadows" special area. The county shall conduct hearings and consider a proposal to treat all comprehensive plan amendments within special areas as "judicial" plan amendments within the meaning of Fasano v. Board of County Commissioners, 264 Or. 574, 507 P.2d 23 (1973).

(b) To amend the paragraph describing "Country Club Way" at p. VII-8 of the plan so that said paragraph unambiguously sets forth the intention of the county not to expand, enlarge, or upgrade Country Club Road beyond its present design or capacity.

The Board of County Commissioners shall conduct public hearings upon these proposals and shall render a final decision upon them at the earliest practicable time, but not later than ~~December 25, 1975~~ January 15, 1976. J.D. Jan. Int. Intervenor shall appear and testify as a proponent at all public hearings held on these proposals.

7. All parties to this lawsuit shall actively and affirmatively ensure that the provisions of this Judgment are carried

out and defend this Judgment from direct or collateral attack by any third person.

* * *

Upon consideration of the foregoing stipulations of the parties, it is the ORDER of this Court that:

1. All parties to this lawsuit, their officers, members, employees, representatives, attorneys, agents, and all those acting in concert or participation with them, be and they are hereby directed and enjoined to:

(a) Cause the dismissal with prejudice of all pending lawsuits and appeals from lawsuits challenging the legal authority of the city, county, state, or federal government to construct, fund, or otherwise to assist in the construction of a county road known as Kruse Way or FAS 943;

(b) Refrain from instituting, in any state or federal court, any litigation relating directly or indirectly to FAS 943, except further proceedings in this Court to enforce the Stipulations and Orders contained herein.

2. ~~Upon the approval by the Lake Oswego City Council~~ The T.J. Jolt P/C ~~of a~~ as approved by the City Council T.J. Jolt P/C Design and Landscape Concept, pursuant to Stipulation 3(c) above, ~~that Concept~~ T.J. Jolt P/C shall be reduced to detailed ~~engineering,~~ T.J. Jolt P/C landscape, tree-cutting/preservation, and design plans and specifications by the County defendants, their agents, employees, representatives, or those acting in participation with them. Mr. Robert P. Perron (Perron Partnership, P.C., Landscape Architects), if not retained to prepare those detailed plans

and specifications by the county or state, shall, as a representative of this Court ~~and at the expense of the county or state~~, review those detailed plans to ensure that they conform to the Design and Landscape Concept approved by the City Council. If Mr. Perron determines they do not, he shall recommend necessary modifications to the appropriate county or state officials. If the dispute cannot be reconciled informally, Mr. Perron shall advise this Court, through counsel for plaintiffs, of the existence of a controversy, and this Court shall resolve it.

3. The construction of FAS 943 and appurtenant bicycle path shall conform to the detailed ~~engineering~~, landscape, tree-cutting/preservation, and design plans and specifications referred to in the preceding paragraph 2. Defendants, their agents, representatives, employees, attorneys, and all those acting in concert or participation with them shall in good faith ensure that pending the preparation and final governmental approval of such detailed ~~engineering~~, landscape, tree-cutting/preservation, design plans and specifications, no action shall be taken, by means of physical construction or otherwise, which might tend to frustrate implementation of those final detailed plans and specifications. Defendant John McIntyre shall supervise all construction performed hereunder to ensure that the aforementioned detailed plans and specifications, when completed, are complied with. Defendant John McIntyre and Mr. Robert P. Perron shall serve as Special Masters of this

Court for the purpose of ensuring that any construction performed pending final preparation and approval of the above-described detailed plans and specifications shall not impair, frustrate, or tend to interfere with or frustrate ultimate implementation of those detailed plans and specifications, when completed. If either Mr. McIntyre or Mr. Perron determines that implementation of the above-described detailed plans and specifications might be impaired, undermined, interfered with or frustrated by any construction activities undertaken prior to or after completion of the preparation and approval of the final detailed plans and specifications referred to herein, he shall immediately notify the other, and if they are unable to resolve the difficulty between themselves, either or both shall submit the controversy to this Court for resolution.

4. Subject to the limitations and qualifications set forth in the immediately preceding paragraphs, physical construction of FAS 943 may proceed immediately.

5. Plaintiffs are hereby directed and enjoined voluntarily to dismiss Case No. 92681, to dismiss their appeal in Case No. 92114, and Case No. 92681 is, except as specified in Order No. 7 of this Court, below, hereby dismissed with prejudice, all parties to bear their own costs, attorneys' fees, and other expenses. Plaintiffs, their officers, agents, members, representatives, and all those acting in concert or participation with them are further enjoined from instituting any further judicial proceeding whatsoever, other than one to

enforce this Judgment, in connection with county road FAS 943.

6. The Stipulations and Orders contained in this Judgment, and all terms thereof, are hereby declared to be distinct, independent, and severable. If any clause, phrase, paragraph, term, condition, or other provision of any Stipulation or Order is adjudicated unlawful, invalid, void, or of no legal effect, then that adjudication shall not affect the lawfulness, validity, enforceability or legal effect of any other clause, phrase, paragraph, term, condition, or other provision of any other Stipulation or Order contained herein.

7. This Court shall retain continuing jurisdiction over this controversy for the purpose of ensuring that the Stipulations and Orders contained in this Judgment are fully and in good faith implemented and carried out.

Approved and consented to by:

Frank Josselson
4282 SW Cobb Way
Lake Oswego, Oregon 97034
636-8876

Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, Oregon 97034
636-2673
Attorneys for Plaintiffs

Roger Rook
Clackamas County District Attorney
207 Clackamas County Courthouse
Oregon City, Oregon 97045
655-3311

By _____
Richard F. Crist
Attorney for Defendants

_____
James A. Cox
City Attorney
City of Lake Oswego
415 N State Street
Lake Oswego, Oregon 97034
635-3546
Attorney for Intervenor

DATED this 16th day of September, 1975.

/s/ Patrick D Gilroy

Honorable ~~Winston Bradshaw~~ Patrick D. Gilroy
Circuit Judge

Prepared by:
FRANK JOSSELSON

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

655-8581

THOMAS D. TELFORD, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

August 27, 1975

Lake Uswego City Council
Lake Oswego City Hall
Lake Oswego, Oregon 97034

Dear Council Members:

Recently it has come to the attention of the Board of County Commissioners that the City of Lake Oswego might be interested in the annexation of the right-of-way of Kruse Way (FAS-943) from the Tigard Interchange of I-5 to Lower Boones Ferry Road and of the portion of Country Club Road which is currently in County ownership.

This letter is to advise you that this Board is prepared to institute proceedings to grant to the City the above-described rights-of-way, and all powers and responsibilities in connection with those roads, except for the responsibilities to complete construction and landscaping of Kruse Way and the bicycle path appurtenant thereto. This Board shall further be prepared to join the City of Lake Oswego if the City desires to apply to the Boundary Commission for approval to annex these rights-of-way.

Respectfully yours,

BOARD OF COUNTY COMMISSIONERS

Thomas D. Telford
Chairman

Robert Schumacher
Commissioner

Commissioner

BCC/dab

EXHIBIT "A"

INTER OFFICE MEMORANDUM

TO: Gustavo Rivera, Planning Director

Jerry Rothenfluch & Members of the Planning Commission

DATE: August 27, 1975

By this letter the Board of County Commissioners directs the Planning Department, the Comprehensive Plan Committee and the Clackamas County Planning Commission, in the manner required at pp. VIII-2 and 3 of the Comprehensive Plan and by the Planning Commission's Bylaws, to consider and make recommendations to this Board on two amendments to the Clackamas County Comprehensive Plan. Such proceedings shall be conducted and recommendations shall be made at the earliest practicable time but no later than November 15, 1975. The desires to conduct hearings and consider recommendations on these proposals not later than December 15, 1975.

I

At its hearings on the August 7, 1974 Comprehensive Plan, it became apparent that an area of the County adjacent to the City of Lake Oswego known as the Bonita Meadows area is regarded by its residents and by the city as an area of particular sensitivity inasmuch as county land use decisions there so directly affect land use policies and patterns of the city. Prior to adoption of the plan, in response to requests of the city, and of the area's residents, this Board classified the area as "suburban" and "low density residential" use. These classifications were made in an effort to coordinate the county's planning acitivities with those of the city "to assure an integrated comprehensive plan" for this area of the county as required by ORS 197.190 (1);

EXHIBIT "A"

197.015 (4); 197.005 (1). We and the city were at that time and continue to be concerned about maintaining the integrity of the plan classifications in that area.

The Board hereby instructs the Planning Commission to draft, subject to the Comprehensive Plan Committee's scrutiny and to the public hearing process, and to make a formal recommendation to this Board, an amendment to the Comprehensive Plan (at pp. VIII-2 & 3) which would effectuate the following policies:

1. Enable the Board of County Commissioners, upon recommendation of the Planning Commission, to establish a "special area" classification for areas within the county having particular local or regional sensitivity or significance;

2. Treat all proposed Comprehensive Plan map amendments in such areas and proposal to amend textual provisions which apply to the special area as opposed to the County in general, regardless whether such proposals are for large or small areas within the special area or whether such proposals are for lands in single or multiple ownership as "judicial" plan amendments within the meaning of Fasano v. Board of County Commissioners, 264 Or. 574, 507 P. 2d. 23 (1973);

3. With the consultation and cooperation of the City Council and Planning Commission of Lake Oswego, identify and create a special area to be known as the "Bonita Meadows Areas", to comprise

those County lands adjacent to the west boundary of the City east of I-5 and situated north and south of a County road (FAS-943) known as Kruse Way, the plan classifications of which currently are "suburban" and "low density residential."

4. As future special areas are identified they may be created and established only upon recommendation of the Planning Commission and by Order of the Board of County Commissioners.

II

Considerable concern has been expressed that a paragraph at p. VII-8 of the August 7, 1974 Comprehensive Plan describing "Country Club Way" manifests an intention or desire, on the part of Clackamas County, to extend, enlarge, or expand Country Club Road in north Lake Oswego. Part of Country Club Road is currently in the jurisdiction of Clackamas County, but neither this Board nor the Public Works Department has any intention of upgrading that road, as this paragraph may suggest. The Board therefore, directs the Planning Commission duly to consider an amendment to this paragraph which will unambiguously set forth this Board's intention to leave Country Club Road as it is, and to make an appropriate recommendation to this Board, pursuant to pp. VII-2 & 3 of the plan and the Bylaws of the Planning Commission.

8.26.1

SALEM, OREGON
September 18, 1975

L. W. Rullen
Project Management Engineer

Funding Kruse Way
Contract No. 8261

E. L. Hardt
Region 1 Engineer

There is no dilemma insofar as funding of the subject project is concerned. We will fund the amount of landscaping that your judgment indicates is necessary to advance the project. The "fund" will be Federal Aid matched on a 50% basis by county and State.

LWR:ljt

cc: E. S. Hunter

FORM 81.734.3039

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

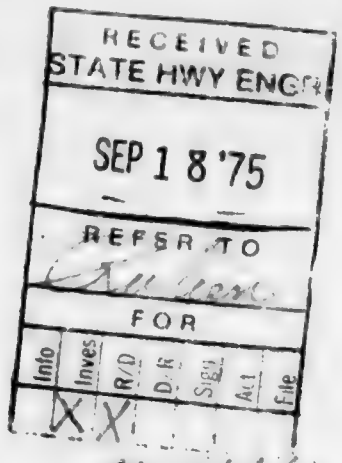
September 16, 1975

FILE: CON 5

FROM: D. R. ADAMS
Regional Construction Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: Federal Aid Funding
Kruse Way Project
Contract No. 8261



as applies to this situation and this scenario.

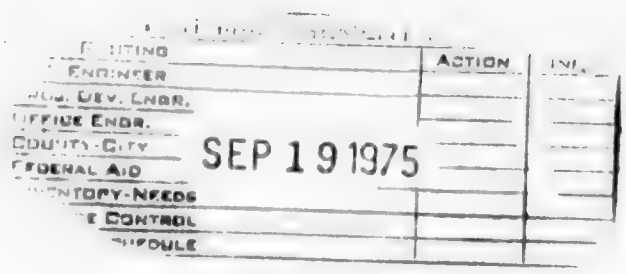
I am forwarding to you a letter from John McIntyre dated September 11 where he sets forth the Clackamas County position on the funding for Kruse Way, in particular as it applied to the cost of the project over the contract authorization and the $104,000 we discussed as being available last week.

I have tried my best to explain the situation to John, pointing out that the 1972 funds had to be committed prior to July 1 of this year or else the funding would be lost and that the normal ability we have to transfer funds from one year to another was essentially lost due to the 1973 Highway Act. John does not wish to sit still for this explanation and the elaboration that we have gone through in discussing the ramifications of the 1973 Highway Act and believes the County still deserves the additional funding that was available for Kruse Way back in 1974 when Mr. Klaboe advised there was $1,400,000 available to the project (letter attached).

John does not want this project delayed any further and he feels that Mr. Klaboe's statement that $1,400,000 was available for Kruse Way was a moral committment of the money to this project. Mr. McIntyre is obviously optimistic of our ability to jockey sufficient funds into the Kruse Way project to cover any cost of landscaping, claims, or overruns.

I would appreciate any further advice you might have on how next to proceed with this dilemma.

DRA/b
att
cc: E. S. Hunter



#9261

FORM E-20X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 3, 1975

TO Ed Hardt
Regional Engineer

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Kruse Way

I am enclosing copies of a Motion and Order concerning the construction of Kruse Way in Clackamas County.

Please note that every effort should be made to preserve all trees presently standing within and along the right-of-way. The construction of Kruse Way outside the city limits of Lake Oswego will be performed under the supervision of John McIntyre who must ensure that as many as possible of the trees presently standing are left.

FBK:srb

Enclosures

cc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
Walt Barrie

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

WEST CLACKAMAS COUNTY LEAGUE OF WOMEN VOTERS, OREGON ENVIRONMENTAL COUNCIL, NORTHWEST ENVIRONMENTAL DEFENSE CENTER, JOYCE COHEN, ELLEN CORE, MATT FINNIGAN, PAUL LYONS, MARCIE KIRSCHBAUM, MAURICE BAKER WILLIAM COPELAND, NANCY TURNER, DON WAGGONER, Plaintiffs	)	No. 92681
-vs-	)	MOTION
BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STAN SKOKO, THOMAS D. TELFORD, ROBERT SCHUMACHER, CLACKAMAS COUNTY PUBLIC WORKS DEPARTMENT, JOHN McINTYRE, Defendants	)	

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Info | Inves | R/D | D/R | Sign | Act | File

COME NOW defendants by and through Richard F. Crist, Deputy District Attorney, of their attorneys, and moves the Court for an order releasing all defendants and the State of Oregon, their agents and employees from the restraining order entered herein to the extent that such restraining order would enjoin and restrain the construction of that portion of Kruse Way lying between Interstate 5 and Carmen Drive and lying outside the boundaries of the City of Lake Oswego, Oregon.

Frank Josselson, of attorneys for all plaintiffs herein, has agreed that no good cause now exists to maintain the restraining order as to the construction of the above-described portion of Kruse Way and has further agreed that an order may be entered in accordance with this motion with the condition that all construction on Kruse Way to be performed on that portion

of Kruse Way be under the supervision of the defendant, John McIntyre, who is to insure that every effort be made by the defendants to preserve all trees which are presently standing within and along the road right-of-way.

ROGER ROOK, District Attorney
for Clackamas County, Oregon

/s/ Richard F. Crist
Richard F. Crist
Deputy District Attorney

-

dants

said

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

RECEIVED
1975
LEGAL

WEST CLACKAMAS COUNTY LEAGUE OF WOMEN VOTERS, OREGON ENVIRONMENTAL COUNCIL, NORTHWEST ENVIRONMENTAL DEFENSE CENTER, JOYCE COHEN, ELLEN CORE, MATT FINNIGAN, PAUL LYONS, MARCIE KIRSCHBAUM, MAURICE BAKER WILLIAM COPELAND, NANCY TURNER, DON WAGGONER, Plaintiffs -vs- BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STAN SKOKO, THOMAS D. TELFORD, ROBERT SCHUMACHER, CLACKAMAS COUNTY PUBLIC WORKS DEPARTMENT, JOHN McINTYRE, Defendants	)	No. 92681 ORDER

This matter coming on regularly before the Court at this time on the motion of Richard F. Crist, Deputy District Attorney, of attorneys for defendants herein, and it appearing to the Court that the parties hereto have agreed that a portion of the restraining order previously entered may be dissolved as to all defendants and the State of Oregon, their agents and employees insofar as said restraining order enjoins and restrains the defendants and the State of Oregon, their agents and employees from the construction of that portion of Kruse Way lying between Interstate 5 and Carmen Drive and outside the City limits of the City of Lake Oswego, Oregon, and the Court being fully advised in the premises;

IT IS HEREBY ORDERED that that portion of the restraining order previously entered herein be dissolved as to all defendants and the State of Oregon, their agents and employees insofar as said

restraining order enjoins and restrains the defendants and the State of Oregon, their agents and employees from the construction of that portion of Kruse Way lying between Interstate 5 and Carmen Drive and outside the City limits of the City of Lake Oswego, Oregon, conditioned upon all construction to be performed on that portion of Kruse Way be under the supervision of the defendant, John McIntyre, who is to insure that every effort be made by the defendants to preserve all trees which are presently standing within and along the road right-of-way.

DATED this 28th day of August, 1975.

/s/ Winston L. Beaches
JUDGE

#8161

75

Frank Josselson
4282 SW Cobb Way
Lake Oswego, Oregon 97034

August 22, 1975

Honorable Winston Bradshaw
Circuit Judge
Clackamas County Courthouse
8th and Main Streets
Oregon City, Oregon 97045

NOTED
E. S. HUNTER

NOTED
F. B. KLABOE

Dear Judge Bradshaw:

Re: West Clackamas County League of Women Voters, et al. v. Board of County Commissioners of Clackamas County, et al.
Clack. Co. Cir. Ct. # 92681

This letter is to confirm that on August 21, 1975, counsel for plaintiffs and defendants in the presence of the Court agreed to permit Clackamas County, and agencies and officials thereof, and the state highway division to engage in planning for certain landscape and design changes for a proposed county road known as "Kruse Way," and to seek the assistance of the Federal Highway Administration in connection therewith, pending final disposition of the captioned lawsuit.

Plaintiffs have further consented to permit Clackamas County, and agencies and officials thereof, immediately to commence investigations and proceedings the purpose of which shall be to cause the entire right of way of the proposed Kruse Way to be annexed to the City of Lake Oswego.

Thank you for your consideration.

Respectfully yours,

Frank Josselson

Frank Josselson

cc: Mr. John McIntyre
Mr. Scott Parker
Mr. Richard Crist
Mr. James Cox
Mr. Walter L. Barrie

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
AUG 26 '75

RECEIVED
AUG 25 1975
LEGAL

#8361

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[redacted]
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

August 15, 1975

Mr. Joel D. Kuntz
Attorney at Law
2300 Georgia Pacific Building
900 S.W. 5th Avenue
Portland, OR 97204

Re: West Clackamas County League of Women Voters, et al. v. Board of County Commissioners of Clackamas County
Case No. 92681 L-7234

NOTED
F. B. KLABOE

Dear Joel

This is to confirm our telephone conversation of this date in which you consented to the construction by the State's contractor of a fence along the right of way near the South Tigard Interchange.

As I explained to you this fence will also allow Kruse to release his cattle from an inadequate grazing area into the area bordered by the fence.

Thank you for your cooperation in this matter.

Sincerely

Walter L. Barrie
Assistant Attorney General
and Counsel

WLB:hg

cc - Frank Josselson
Scott Parker
James Cox
Hon. Winston Bradshaw

RECEIVED
STATE HWY ENGR
AUG 18 '75
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

82-1

To Klaboe for info

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 12, 1975

TO File

FROM J. B. Boyd
Right of Way Engineer

NOTED
E. S. HUNTER

SUBJECT Accesses
Kruse Way
Clackamas County

The following have been ascertained to be the reserved accesses in both options and complaints on this project:

44393A	BYU	513+00 NLY 40'
44393B	Kruse	495+50 NLY & SLY 40' Complete restriction adjacent to Carmen Dr.
44393C	Knox	Complete restriction adjacent to Carmen Dr.
44393D	Deco Corp.	Complete restriction
44393E	Martin	540+00 NLY 40'
44393F	Stensrud	Complete restriction
44531-27	Lake Grove Garden Center, Inc.	549+83 35'
44531-28	Lake Grove Garden Center, Inc. Lower Boones	113+68 35' & 113+68 35'

A rough copy of this list was given to Mr. Walt Barrie for his use on this date.

JBB:jk
cc: Ed Hunter
R. L. Schroeder
Walt Barrie
Ken Rolfe

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STATE HWY ENGR
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Klaboe
FOR
Info | Times | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

August 12, 1975

Mr. and Mrs. A. Strand
13123 S. W. Roger Road
Portland, Oregon 97219

Dear Mr. and Mrs. Strand:

Thank you for your letter expressing concerns over the proposed construction of Kruse Way. The Kruse Way project has been in various developmental stages for about eight years and has been endorsed by all governmental interests involved.

The environmental concerns you expressed were addressed in the Environmental Impact Statement which has received both state and federal approval. In addition, the project is a component of the Interim Transportation Plan for the Portland-Vancouver Metropolitan Area.

These endorsements obviously reflect a broad range of goals to be served by the project. The agencies involved have considered but do not share your misgivings concerning impacts you feel Kruse Way will generate.

The Oregon Transportation Commission has entered into a contract for construction of the project. I do not feel that it would be appropriate to cancel the contract at this time as the need for this transportation facility has been studied and established by the responsible state and local agencies.

Sincerely,

Governor

RWS:hb

bcc: Department of Transportation
George M. Baldwin
E. S. Hunter
R. L. Schroeder
Gary Potter

GAP::CG:ss ESH:js srb

(Prepared for the Governor's signature subject to his approval.)

July 25, 1975

DOT

Please prepare draft reply for Governor's signature by 8-8
Thank you.

Governor Straub
Office of the Governor
State Capitol
Salem, Or. 97310

001960

We would like to tell you how we feel about the so called Kruse Way proposed Freeway. It is the 1.4 mile roadway from the intersection of Highway 217 to Boones Ferry Road. It is not important or necessary to have such a Freeway in the area. There are many exits presently. This is definitely a waste of taxpayer's money, also Federal and local funds. The area has been a Game Reserve for many years and we want it's natural setting to remain. What about the Energy Crisis?????? A gasoline shortage will surely be in the near future. A new Freeway in this area is absolutely devoid of sense.

Govenor Straub, you are doing an excellent job for the people of Oregon, and know you will give this situation your consideration. Please no Kruse way Freeway through our community. Thank you.

Sincerely,

A. Strand

13123 S. W. Roger Rd.
Portland, Or. 97219

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STATE HWY ENGR
JUL 30 '75
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/S | P&R | Act | File
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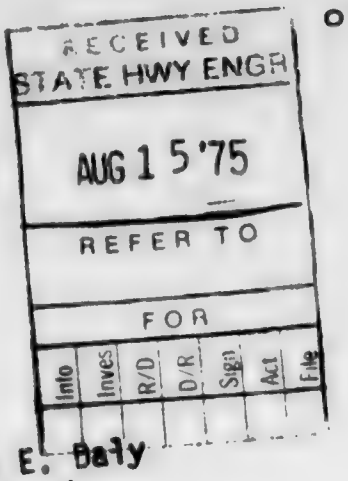
JUL 30 1975
OFFICE
DIRECTOR of TRANSPORTATION

ESH

#2261

ROBERT W. STRAUB
GOVERNOR



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 12, 1975

Mr. and Mrs. Allen E. Daly
13023 S. W. Roger Road
Portland, Oregon 97219

Dear Mr. and Mrs. Daly:

Thank you for your letter expressing concerns over the proposed construction of Kruse Way. The Kruse Way project has been in various developmental stages for about eight years and has been endorsed by all governmental interests involved.

The environmental concerns you expressed were addressed in the Environmental Impact Statement which has received both state and federal approval. In addition, the project is a component of the Interim Transportation Plan for the Portland-Vancouver Metropolitan Area.

These endorsements obviously reflect a broad range of goals to be served by the project. The agencies involved have considered but do not share your misgivings concerning impacts you feel Kruse Way will generate.

The Oregon Transportation Commission has entered into a contract for construction of the project. I do not feel that it would be appropriate to cancel the contract at this time as the need for this transportation facility has been studied and established by the responsible state and local agencies.

Sincerely,

Governor

RWS:hb

bcc: Department of Transportation

COPY

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JUL 28 1975

Governor's Office

Please prepare draft reply for Governor's signature by 8-8

Thank you.

Jones.

July 25, 1975

Dear General Staub.

The 1.4 mile roadway KRUSE WAY from the intersection of Highway to 217 to Boones Ferry Road is but a waste of both federal, state and local money.

There are seven (7) exits off the I-5 freeway, going east to the Lake Oswego area. The Boones Ferry one under construction now will be a considerable asset for future traffic to and from this area. With the shortage of gasoline, and people conserving on fuel, the need for another expressway seems to be senseless

Kruse Way will take from the surrounding area and the local residents the tranquility and country beauty, that it now attracts. Once this area is accessible by the building of Kruse Way, light industry and multiple dwellings will dominate and degrade a now very unique area.

We are a "bit of country, within a city."

ESH

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STATE HWY ENG
JUL 30 '75
REFER TO
Schroeder
FOR

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JUL 1975

NOTED
R. L. SCHROEDER

and of Bruce Way go through, have a chance of loosing it. We are from Calif., and in the 6 years we've been here, can see that Oregon is fast becoming like Calif. in wall to wall houses. Oregon, to us, has always stood for preserving the natural setting.

This area is a game reserve and we feel very strongly, along with everyone who has seen it, that it should be kept as it is. PLEASE DON'T LET IT BE DESTROYED.

Thank you
Sincerely
Mr & Mrs. Allen E. Daly
13023 S.W. Roger Rd.
Portland, Ore. 97219

RECEIVED
JUL 30 1975
OFFICE
DIRECTOR of TRANSPORTATION

8261

B

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

655-8581

THOMAS D. TELFORD, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

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Courtin - Keasey - Ed Hardt
FOR
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August 12, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

In compliance with the Court action and oral Order enclosed, this letter will serve as formal notification by the Clackamas County Board of Commissioners to the State Highway Division of theState of Oregon, their agents, officers, representatives, and any other persons or organizations involved in the construction of the project commonly known as Kruse way, of our desire that all operations cease until such time as the Courts may see fit to render a final decision on the matters presently before them.

BOARD OF COUNTY COMMISSIONERS

Thomas D Telford
Chairman

Commissioner

Stan Skoko
Commissioner

BCC/ls
Enc.

cc: John McIntyre

cy Sanic
5-13

NOTED
F. B. KLABOE

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THE COURT: However, with the inherent power of the Court in these matters and having made a previous order, I'm going to order that the order entered by this Court allowing the writ, which was entered and signed as of July 16, 1975, that the last paragraph of that order shall be amended to read as follows:

"That the action and effect of the Board of Commissioners of Clackamas County in enacting upon February 10, 1975, Order No. 75183; on June 24, 1975, Resolution No. 75-851; June 26, 1975, Order No. 75-866 and 75-872, relative to the establishment and construction of Kruse Way as authorized therein, shall be stayed. Further, that the defendants, their agents, officers, employees and representatives and all persons, firms, corporations, governmental agencies, county, state, and federal, who are in any manner connected with or involved in any action whatsoever pursuant to the above Orders and Resolutions made by Clackamas County Commissioners, are hereby ordered to refrain, cease and desist from any action, work, or proceedings involving the carrying out of the development of KruseWay as set forth in the above listed Board of County Commissioners' Orders and Resolutions, pending a review and final decision of this matter.

"Further, that the Board of County Commissioners

will be responsible for notice of this order to all agents, employees, representatives, and contractors who have contracted directly with the county in regard to these orders; and that the State Highway Commission and its Administrator and State Highway Engineer, Fred Klaboe, shall be responsible for notice of this order to all agents, employees, representatives, and contractors who have contracted directly with the state in this regard."

****

CERTIFIED A TRUE TRANSCRIPT.

Juanita C. Kandi
Court Reporter Pro Tempore

JOY B. CHAPMAN
OFFICIAL COURT REPORTER
CLACKAMAS COUNTY COURTHOUSE
OREGON CITY, OREGON 97045

8261

Mr. Hunter

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 11, 1975

TO MEMO TO THE FILES

NOTED
E. S. HUNTER

FROM C. G. Swenson
Specifications Engineer

SUBJECT Possible State Obligation if Contract No. 8261 on the S. W. 72nd Ave. Intchge. -S. W. Boones Ferry Road Project is Suspended or Terminated

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The possible State obligation in the event of suspension or termination of the subject project has been reviewed and an update of the July 24, 1975 Memo based on the conditions as they have changed since July 27, 1975 is as follows:

The contractor has moved equipment onto the project and has performed some work on the project and a court hearing has been set for September 10, 1975.

If the work on the project is suspended to September 10, 1975, it is assumed that the work on the project could not be completed in the construction season of 1976 and therefore the life of the contract would be extended a possible ten months with an estimated $500,000 to $600,000 worth of work, consisting of mainly base and paving, remaining to be done in the 1977 construction season. Based on this assumption, the State's possible obligations are estimated as follows:

Administrative Costs - 10 months @ $3,000/mo. (See July 24 Memo for determination of monthly rate)	$ 30,000
Inflation - $600,000 worth of work delayed 10 months. Inflation rate estimated at 2/3 of 1% per month	40,000
Standby Costs, Equipment - 10 months @ $7,000 (See July 24 Memo for determination of monthly rate. It has been determined that there is approximately $365,000 worth of equipment on the project at this time.)	70,000
Interest on Retained Money (Based on 5% of $900,000 retained and interest at 1% per month for 10 months)	4,500

Temporary Erosion Control (This is estimated cost for temporary erosion control through extra winter).	$ 5,000
Maintenance of work through extra winter (This based on $2,000 per month for 6 months)	12,000
Remobilization and Restoration Work (This is estimated cost for remobilization and restoration after extra winter shutdown)	30,000
Total	$191,500

There is a possibility that the work on the project could be completed in the 1976 construction season despite a suspension of work to September 10, 1975 if the contractor went into a very substantially accelerated work schedule; however, the impact on the contractor's costs, mainly payroll overtime, would probably be about the same as the above estimated impact on contractor's costs for carrying the project over the 1976-1977 winter season.

In the event the contract is terminated in the near future and prior to the contractor performing any more work, the State's possible obligations are estimated as follows:

Preparation of Bids (See July 24, 1975 Memo)	$ 5,000
Administrative Costs (2 months @ $3,000 per month)	6,000
Mobilization (Assuming 40% of this item earned - 40% of $75,000)	30,000
Work completed to date	15,000
Restoration of Areas Worked on to Date	10,000
Terminating orders for materials and subcontracts	30,000
Total	$ 96,000

CGS:fw

8261

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 6, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: SW 72nd Avenue Interchange
SW Boones Ferry Road
Beaverton-Tigard,
Pacific & FAS 943 Highways
Contract No. 8261

NOTED
E. S. HUNTER

On August 5 I talked to the contractor for Kruse Way Mr. Bob Kearney and advised him, as requested by Jack Sollis, that he as contractor on the Kruse Way project was acting as the State Highway Divisions agent and has been included on the suit against the State in the Court Action No. 92681. Mr. Sollis has suggested that the contractor have his attorney at our hearing on Thursday.

During this conversation Mr. Kearney pointed out the hazard that was left on the job and that the fencing operation was halted mid-stream and unless some action was taken cows could be let into a pasture where they would be able to wander out to the freeway eventually. With this information I contacted Judge David Sandeberg and asked him if he would allow us to let the contractor restore the fence so the livestock would not get loose. The Judge seemed to be unaware of the facts of the case and I read him the subpoena to appear before the Court and Show Cause why we shouldn't be held in contempt.

I also read the portion to him that restrained us from doing any work. After the Judge granted us permission to close up the fence he admitted that he had no recollection of signing that restraining order. I passed this word along to Jack Sollis and so informed them and then informed the contractor that he could proceed to restore the fence. I believe he said they would erect a single wire electric fence similar to what the farmer had in the area prior to awarding the contract.

DRA/b
cc: Fred Klaboe
Jack Sollis
Paul Barnhart

NOTED
F. B. KLABOE

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Info | Sign | Act | File

#8261 2-3-75 R

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

WEST CLACKAMAS COUNTY LEAGUE OF WOMEN VOTERS, OREGON ENVIRONMENTAL COUNCIL, NORTHWEST ENVIRONMENTAL DEFENSE CENTER, JOYCE COHEN, ELLEN CORE, MATT FINNIGAN, PAUL LYONS, MARCIE KIRSCHBAUM, MAURICE BAKER, WILLIAM COPELAND, NANCY TURNER, DON WAGGONER,

Plaintiffs,

v.

BOARD OF COUNTY COMMISSIONERS, OF CLACKAMAS COUNTY, STAN SKOKO, THOMAS D. TELFORD, ROBERT SCHUMACHER, CLACKAMAS COUNTY PUBLIC WORKS DEPARTMENT, JOHN McINTYRE,

Defendants.

No. 92681

AFFIDAVIT IN SUPPORT OF MOTION FOR ORDER TO SHOW CAUSE

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, JOEL D. KUNTZ, being first duly sworn on oath depose and say:

I have viewed the area of the proposed Kruse Way. Vegetation has been cut; the right-of-way is being cleared; and heavy construction equipment has been placed at the site. On July 28, 1975, Mr. Richard F. Crist, counsel for Defendants, informed me that the State of Oregon was not the "agent" of the County and that the State was going to start construction on Kruse Way. He asked me if the Plaintiffs were "serious" about the stay. I informed him that any action on Kruse Way would be

NOTED
F. B. KLABOE

A TRUE COPY
By J. Kuntz

brought to the Court's attention. The Oregonian of July 30, 1975 quoted Mr. Ed Hardt of the State Highway Division as stating that construction would begin on Kruse Way. I have been informed by several persons that clearing of land was in full progress on Sunday, August 3, 1975.

Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Owego, Oregon 97034

Subscribed and sworn to before me this 4th day of August, 1975.

Notary Public for Oregon
My commission expires: 10-6-78

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

WEST CLACKAMAS COUNTY LEAGUE OF WOMEN VOTERS, OREGON ENVIRONMENTAL COUNCIL, NORTHWEST ENVIRONMENTAL DEFENSE CENTER, JOYCE COHEN, ELLEN CORE, MATT FINNIGAN, PAUL LYONS, MARCIE KIRSCHBAUM, MAURICE BAKER, WILLIAM COPELAND, NANCY TURNER, DON WAGGONER, Plaintiffs, v. BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STAN SKOKO, THOMAS D. TELFORD, ROBERT SCHUMACHER, CLACKAMAS COUNTY PUBLIC WORKS DEPARTMENT, JOHN McINTYRE, Defendants.	No. 92681 ORDER TO APPEAR AND SHOW CAUSE

This cause having come before the Court upon plaintiffs' motion and supporting affidavit for an Order commanding defendants Stan Skoko, Thomas D. Telford, Robert Schumacher, John McIntyre, and defendants' alleged agents and representatives, Donald R. Adams and Fred Klaboe, to appear and show cause, if any there be, why they should not be held in contempt of this Court for failure to obey a lawful Order of this Court, dated July 16, 1975, ordering that:

> "[A]ll defendants and their officers, agents, employees, and representatives be, and they are hereby, ordered to refrain, cease, and desist from any other actions or proceedings involving Kruse Way pending a review of and final decision on this matter by this Court."

COPY

And, it appearing to the Court from plaintiffs' motion and affidavit that the above-named individuals, their agents, representatives and employees have commenced construction of a road known as Kruse Way by cutting vegetation, clearing land, and posting signs warning of construction;

NOW, THEREFORE, IT IS HEREBY ORDERED that defendants Stan Skoko, Thomas D. Telford, Robert Schumacher, John McIntyre, and their alleged agents and representatives, Donald R. Adams and Fred Klaboe, appear in the Clackamas County Circuit Courtroom No. ____, Clackamas County Courthouse, on the 7th day of August, 1975 at the hour of 11:00 A.M. and show cause, if any there be, why they should not be held in contempt of this Court; and it is further

ORDERED that defendants and their above-mentioned agents and representatives and all other agents are restrained from any further cutting of trees, clearing of land, or any other physical work or activity of any kind in the right-of-way for Kruse Way; and it is further

ORDERED that this Order be served on defendants Stan Skoko, Thomas D. Telford, Robert Schumacher, John McIntyre, and their alleged agents and representatives, Donald R. Adams

---

---

and Fred Klaboe by delivering to them a copy thereof, together with a copy of plaintiffs' motion and affidavit.

DATED this 4th day of August, 1975.

/s/ David Sandberg
~~Circuit Judge~~
Acting Circuit Judge

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

WEST CLACKAMAS COUNTY LEAGUE OF WOMEN VOTERS, OREGON ENVIRONMENTAL COUNCIL, NORTHWEST ENVIRONMENTAL DEFENSE CENTER, JOYCE COHEN, ELLEN CORE, MATT FINNIGAN, PAUL LYONS, MARCIE KIRSCHBAUM, MAURICE BAKER, WILLIAM COPELAND, NANCY TURNER, DON WAGGONER, Plaintiffs, v. BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STAN SKOKO, THOMAS D. TELFORD, ROBERT SCHUMACHER, CLACKAMAS COUNTY PUBLIC WORKS DEPARTMENT, JOHN McINTYRE, Defendants.	No. 92681 MOTION FOR ORDER TO SHOW CAUSE

Plaintiffs respectfully move the Court for an order directing defendants Stan Skoko, Thomas D. Telford, Robert Schumacher, John McIntyre, and their agents and representatives, Donald R. Adams (the acting Regional Engineer of the State Highway Division) and Fred Klaboe (the head of the State Highway Division), to show cause, if any there be, why they should not be held in contempt for starting the construction of Kruse Way by cutting vegetation, clearing land, and posting signs warning of construction in violation of a stay of this Court stating that:

> "[A]ll defendants and their officers, agents, employees, and representatives be, and they are hereby, ordered to refrain, cease, and desist from any other actions or proceedings

A TRUE COPY
By

involving Kruse Way pending a review of and final decision on this matter by this Court."

Joel D. Kuntz

Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, Oregon 97034

7361

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 30, 1975

FILE: CON 5

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: MEMO TO THE FILE

SUBJECT: LIMITS FOR CLEARING
SW 72nd Ave. Interchange-
SW Boones Ferry Road (Kruse Way)
Beaverton-Tigard Highway,
Pacific, & FAS 943
Contract 8261

MAIL
E. S. HUNTER

Ed Hunter

I discussed with Ed Hunter what the proper clearing limits for the Kruse Way project should be. The local jurisdictions (Clackamas County and City of Lake Oswego) prefer that we remove as few trees as necessary for the project.

Ed and I agreed that a reasonable approach would be to establish the minimum clearing line at 15 feet from the curb. We also concurred with Paul Barnhart's suggestion that the bikepath be meandered in such a way as to minimize tree removal. Ed also suggested that we "scallop" the clearing line to eliminate the "parallel to the center line" effect in an attempt to make the clearing look as natural as possible.

NOTED
F. B. KLABOE

ELH/cr
cc Ed Hunter
Paul Barnhart

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2261

IAS 943

27 July 25 S.W. 72nd Ave - Barnes Ferry Rd.

From C.C.S

To File

The attached report was briefly reviewed by Bd Schroeder this morning and had the following comments:

1. On a previous contract consideration we allowed about 5% of the contract amount for anticipated profits. (I explained that the law ~~he~~ makes no mention of anticipated profits and therefor did not include this as a possible state obligation.)

2. In claim settlements he has resisted payment for equipment standby time.

Informed Bob Schroeder of these comments when I handed him a copy of the report this date.

8261

R

July 25, 1975

Mr. John McIntyre
Director of Public Works
Clackamas County Courthouse
Oregon City, OR 97045

Dear John:

As you requested, we have prepared estimates of possible costs associated with either terminating or delaying the contract for the construction of FAS 943 (Kruse Way).

There is an attached memo to file prepared by the staff of the Highway Division which details these costs. These costs can be summarized as follows:

If the project were to be terminated at this time we estimate the contractor would have claims in the amount of approximately $30,000. These costs may be itemized thusly:

Bid Preparation	$ 5,000
Mobilization	20,000
Administration	5,000
Total	$30,000

If the project were to be delayed, we estimate these costs as follows:

Administration	$ 3,000 per month
Inflationary costs @ 8%	10,000 per month
Equipment Standby	10,000 per month
Total	$23,000 per month

It is our opinion that should the delay exceed two months, the contract could not be completed in Calendar Year 1976.

The extension of the project into Calendar Year 1977 would result in additional costs to the contractor, of approximately $70,000. The elements of costs involved in this figure

would be such items as re-negotiation with subcontractors for working in 1977, the losses in being unable to commence other projects at the beginning of the 1977 construction period, et cetera.

It must be recognized the above cost estimates are our best estimates at this time and in the event of either termination or delay of this contract, the contractor may claim higher costs.

If we can give you any further assistance in this matter, please let us know.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
Walt Barrie
E. L. Hardt 7-30-75

RLS:as dpy

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 24, 1975

TO MEMO TO THE FILES

FROM C. G. Swenson
Specifications Engineer

SUBJECT Possible State Obligation If
Contract No. 8261 on the S. W. 72nd Ave.
Intchge. -S. W. Boones Ferry Rd.
Project is Suspended or Cancelled

The suspension or termination of a contract by reason of any third party judicial proceeding is covered by statutes ORS 279.327, 279.326, 279.328 and 279.330. Basically, the law states that (a) if a contract is suspended the contractor is entitled to a reasonable extension of time and reasonable compensation for all costs plus overhead resulting from the suspension; and (b) if a contract is terminated the contractor shall be compensated a reasonable amount for preparatory work and all costs and expenses arising out of the termination plus payment for any work done prior to the termination.

The project involves grading, lime treatment of subgrade, cement treated base, asphalt concrete pavement, drainage, curbs, signing and traffic signals. The contract amounts for the different types of work is approximately as follows:

Mobilization	$ 75,000
Temp. Protection & Dir. of Traffic	32,450
Grading	208,655
Aggr. Base & shoulders	30,885
Lime Treated Subgrade	89,980
Cement Treated Base	236,760
Paving	247,250
Drainage	126,507
Guard Rail	37,928

Concrete Curbs & Islands	$ 79,280
Roadside Seeding & Mulching	27,593
Signing	151,433
Traffic Signals	96,000
TOTAL	$1,439,722

The following is an estimate of the State's possible obligation in the event the State has to suspend or terminate the contract because of third party judicial proceedings:

Preparation of Bid

Estimators 30 Man Days @ $120	$3,600
Transportation (Cars & pickups) 10 Days @ $30	300
Other Direct Expenses (Telephone, per diem, etc.)	500
Subtotal	$4,400
Indirect Overhead Costs 10%	440
Total	$4,840
Say	$5,000

Mobilization

The contract price for this item is $75,000. The work under this item includes movement of personnel, equipment, supplies to the project, establishment of offices, furnishing bonds and insurance and other work required prior to starting work on the project.

As of this date, very little if any work has been done on the project site. However, as the contractor's "home base" is very near the project site and it could be reasonable to assume that the contractor could have expended as much as 25% of the Mobilization contract price up to this time.

25% of $75,000	$18,750
Say	$20,000

Administrative Costs

The costs of owning, operating and maintaining the home office, shops, etc. is estimated as follows:

Annual Costs:

Salaries	$150,000
Real Estate (Interest on Inv., Taxes, Ins., etc.)	150,000
Plant Operation (Heat, lights, Telephone, etc.)	12,000
Miscellaneous (Office supplies, vehicles, etc.)	12,000
	$324,000
Say	$3,000/month

Possibly chargeable to this project might be 1.5 months to date.

1-1/2% @ $3,000	equals	$4,500
	Say	$5,000

Inflation

The contract amount is approximately $1,440,000. Inflation rates are currently bouncing between 5% and 11% annually. Assume an inflation rate of 8%, the cost of suspending the project is estimated as follows:

(.08)	$1,440,000	equals	$115,000/yr.
		equals	$9,500/mo.
		Say	$10,000/mo.

Standby

Standby costs in the event of a suspension of work the standby costs for which the State might be liable are estimated as follows:

Home Office		$3,000/mo.
Standby Equipment (Assume $350,000 worth of equipment at any one time @ 2%/mo.)		
$350,000 @ 2%	equals	7,000/mo.
	Total	$10,000/mo.

If the project is delayed to the extent that it could not be completed in the fall of 1976, this could involve additional costs to the contractor because he might be prevented from performing work for at least part of the 1977 construction season. Estimated cost for this loss could be in the area of $50,000 to $100,000, say $70,000.

In recapitulation, it appears that the State's liabilities under suspension or termination might be as much as the following:

(1) Termination prior to any work performed on the project:

Preparation of bids	$ 5,000
Administrative costs	5,000
Mobilization	20,000
Total	$30,000

(2) Termination after work starts:

As listed under (1) above	$30,000
Additional Mobilization costs up to $55,000	55,000
Payment for work completed (Average $100,000/mo.)	

(3) Suspension of work - For 2 months or less

Administrative costs	2 mo. @ $ 3,000	$ 6,000
Standby	2 mo. @ $10,000	20,000
Inflation	2 mo. @ $10,000	20,000
	Total	$46,000

(4) Suspension of work for more than 2 months. (This would involve a carryover over the winter of 1976-1977 or an additional 6 or 7 months.)

Say 6 months @ $23,000	$138,000
Additional loss because of loss to contractor of 1977 construction season	70,000
Total	$208,000
Say	$200,000

CGS:fw

279.320 Condition concerning payment for medical care and attention to employes. Every public contract shall also contain a condition that the contractor shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employes of such contractor, of all sums which the contractor agrees to pay for such services and all moneys and sums which the contractor collected or deducted from the wages of his employes pursuant to any law, contract or agreement for the purpose of providing or paying for such service.
[Amended by 1967 c.359 §687]

279.324 Definitions for ORS 279.324 to 279.332. As used in ORS 279.324 to 279.332:

(1) "Public agency" means any department or agency of the Federal Government or the State of Oregon or any of its subdivisions.

(2) "Public contract" means any contract for the construction of public works to which the state or any of its subdivisions is a party.

(3) "Third party" means a public or private entity that is not a party to the public contract.

(4) "Labor dispute" means a labor dispute as defined in ORS 662.010.
[Amended by 1973 c.738 §1]

279.326 Agreement to terminate contract. The public body and the contractor that are parties to a public contract may agree to terminate the contract:

(1) If work under the contract is suspended by an order of a public agency for any reason considered to be in the public interest other than by a labor dispute or by reason of any third party judicial proceeding relating to the work other than a suit or action filed in regards to a labor dispute; and

(2) If the circumstances or conditions are such that it is impracticable within a reasonable time to proceed with a substantial portion of the public works.
[Amended by 1973 c.738 §2]

279.328 Extension and compensation when work suspended in certain cases. If work under a contract is suspended pursuant to subsection (1) of ORS 279.326, and is not the result of a labor dispute but the contract is not terminated, the contractor is entitled

to a reasonable extension of the contract time and reasonable compensation for all costs resulting from the suspension plus a reasonable allowance for overhead with respect to such costs.
[Amended by 1973 c.738 §3]

279.330 Compensation when contract terminated. In the event of termination of a public contract pursuant to ORS 279.326, provision shall be made for the payment of compensation to the contractor. In addition to a reasonable amount of compensation for preparatory work and for all costs and expenses arising out of termination, the amount to be paid to the contractor:

(1) Shall be determined on the basis of the contract price in the case of any fully completed separate item or portion of the work for which there is a separate or unit contract price; and

(2) May, with respect to any other work, be a percent of the contract price equal to the percentage of the work completed.
[Amended by 1973 c.738 §4]

279.332 Contractual provisions for compensation when contract terminated due to public interest. Any public body may provide in any public works contract detailed provisions under which the contractor shall be entitled, as a matter of right, to compensation upon termination of the contract on account of any reason considered to be in the public interest.
[Amended by 1973 c.738 §5]

Note: Section 2, chapter 32, Oregon Laws 1974 s.s. provides:

Sec. 2. (1) Whenever the actual cost to a contractor for procuring any petroleum product required in the performance of a public contract increases by more than 10 percent over the price of the product paid by the contractor on the date the contract was awarded, a state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree.

(2) As used in this section:

(a) "Contractor" means any person engaged in the performance of a public contract.

(b) "Petroleum product" means crude oil or any refined or unrefined derivative thereof.

(c) "State agency" means any elected or appointed officer, board, commission, department, institution, branch or other agency of the state government.

(3) When the Legislative Assembly is not in session, a state agency that seeks to modify the contract provisions of a public contract under this section must obtain approval of the Emergency Board for the proposed modification if costs incurred as a result of negotiations concerning modification of contract price will necessitate additional budgetary appropriation for a state agency.

(4) This section shall not apply to any public contract awarded after January 15, 1974.

#2261 C

R

July 17, 1975

Mr. Don Waggoner
Past President
Oregon Environmental Council
2637 S. W. Water Avenue
Portland, Oregon 97201

Dear Mr. Waggoner:

I have your letter of July 15 with regard to "Kruse Way". It seems to me that you have taken the right course of action in appealing to Joe Richards to have the Environmental Quality Commission take another look at Kruse Way.

Until this route has been exhausted and their decision known, it seems to me it would be unproductive for us to meet. After the EQC has made a ruling, or if they decline to reopen, then I would be glad to sit down and talk to you about this highway location.

Sincerely,

Governor

RWS:b

cc: Geo. Baldwin
Bud Kramer

1-23

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUL 21 '75
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | Act | File

RECEIVED
JUL 18 1975
OFFICE
DIRECTOR of TRANSPORTATION

OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE 503/222-1963

July 15, 1975

The Honorable Robert Straub
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

For the last three years a number of residents of Lake Oswego who are concerned about the future of their community have been actively monitoring the plans for a proposed express way/freeway known as FAS 943 or "Kruse Way". They are now convinced that this project will seriously damage the character of Lake Oswego if it is built as now planned.

The Kruse Way project proposes 1.1 miles of new construction which would be comparable to the existing Highway 217. It would start at the present intersection of Highway 217 with I-5 and continue as an extension of Highway 217 approximately easterly to an intersection with Boones Ferry Road.

The major purpose for building Kruse Way is to aleviate the congestion on Bonita Road, which is at the present time one of the main east-west links between Lake Oswego and the Tigard Beaverton area. There is no disagreement about the need for some relief for the residents of Bonita Road. The construction of Highway 217 the completion of Washington Square, and the general development of the surrounding suburban areas have caused a significant increase in traffic on Bonita Road. Clearly, something will have to be done.

The question becomes "What should be done?" Lake Oswego is presently served by a network of two lane rural-type macadam roads. Boones Ferry Road, which has been widened in the vicinity of Lake Grove and Country Club Road are noteable exceptions. They serve to carry traffic within the community but have not caused major disruptions of land use following their construction.

We believe that the proposed Kruse Way will have severe impacts on the community. The Environmental Impact Statement, which was prepared by the Oregon State Highway Department points out that Federal Noise Regulations and Clean Air Regulations would be

A.F.T.E.R., Tigard
AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Forest Grove Chapter
Portland Chapter
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
ANGLERS CLUB OF PORTLAND
ASSOCIATED GENERAL CONTRACTORS OF AMERCIA
AUDUBON SOCIETY, Portland, Central Oregon, Corvallis
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLATSOP ENVIRONMENTAL COUNCIL
EAST SALEM ENVIRONMENTAL COUNCIL
ECO-ALLIANCE, Corvallis
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Eastmoreland, Fir Grove, Gervis, Nehalem Bay, McKenzie River, McMinnville, Portland, Scappose, Villa
GOOSE HOLLOW FOOTHILLS LEAGUE
JUNIOR LEAGUE, Eugene, Portland
LEAGUE OF WOMEN VOTERS
Central Lane
Coos County
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
MT. HOOD COMMUNITY COLLEGE OUTDOOR CLUB
NEWPORT FRIENDS OF THE EARTH
NORTHWEST ENVIRONMENTAL DEFENSE CENTER
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Tigard, Willamette Falls
OBSIDIANS, INC., Eugene, Oregon
OREGON BASS AND PANFISH CLUB
OREGON CITIZENS FOR CLEAN AIR
OREGON GUIDES AND PACKERS, Sublimity, Oregon
OREGON LUNG ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Eugene, Oregon
OREGON ROADSIDE COUNCIL
OREGON SHORES CONSERVATION COALITION
O.S.P.I.R.G
PLANNED PARENTHOOD ASSOCIATION, INC
Lane County
Portland
PORTLAND RECYCLING TEAM, INC
P.U.R.E, Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SANTIAM ALPINE CLUB
Salem, Oregon
SELLWOOD MORELAND IMPROVEMENT LEAGUE, Portland
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland
Klamath, Klamath Falls
Mary's Peak, Corvallis
Mt. Jefferson, Salem
Rogue Valley, Ashland
SOLV
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
STEAMBOATERS
SURVIVAL CENTER, U. of O., Eugene
TEAMSTERS FOOD PROCESSORS
UMPQUA WILDERNESS DEFENDERS
WESTERN RIVER GUIDES ASSOCIATION, INC
WILLAMETTE RIVER GREENWAY ASSOCIATION
WOMEN'S LAW FORUM, U of O, Eugene
ZERO POPULATION GROWTH
Lane County Chapter

violated by the construction of this highway. It further states that within a relatively short time Bonita Road would once again be carrying essentially current levels of traffic so that no long-term relief to those residents would have been obtained. Consequently, the net effect would thus be the addition of a major intrusion into the Lake Oswego Community.

All required state, local, and federal approvals have been granted the project and construction may commence in the near future. A suit was filed in early June, 1975 in the Circuit Court of the State of Oregon which asks that construction be stopped because of the violation of air and noise pollution regulations which in turn violate the comprehensive plan for Clackamas County.

The approval which the Environmental Quality Commission granted on February 28, 1975 required that the road be a "limited access" expressway in order to reduce the air quality impact. Recent developments now show that present design has, in addition to the EQC approved intersections, an additional six uncontrolled at-grade intersections. These intersections will have the effect of opening the road to potential major commercial developments.

We have requested Mr. Joe B. Richards, Chairman of the Environmental Quality Commission to reopen the EQC's approval of Kruse Way. We intend to pursue this new development with the EQC as soon as possible. We also intend to pursue the Circuit Court suit vigorously.

Representatives of the West Clackamas League of Women Voters, the Oregon Environmental Council, and the citizens of the area would like to be able to meet with you briefly in the near future and explain more fully our concerns so that you will have a more complete understanding of the problems which we face. Our purpose would be to inform you so that should action by your office be required in the future, you would have a good sense of the issue and the available options.

We look forward to hearing from you on this matter.

Sincerely,

Don Waggoner

Don Waggoner
Past President
Oregon Environmental Council
DW:alh

cc: Len Bergstein

8261

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR. 97310

July 16, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Revised Sign Study Plans
S.W. 72nd Ave.-S.W. Boones Ferry Rd. Section
FAS 943
Washington & Clackamas Co's.

Attached are two prints of the revised sign study plans for the above named section. The revision shows the changes desired for the new loop design as well as changes requested by the city of Lake Oswego and Clackamas County.

ELS:cc
Attachments
cc: Ed Hardt w/attachments
Ernest Valach w/attachments

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 17 1975

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

REFERRED TO

Board 7/16/75 Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

One set of prints received by Evans

LEGEND

SIGNALIZED INTERSECTION

1 — MERGE

2 — MERGE

3 — WRONG WAY

4

5

Existing Sign Bridge
Beaverton-Tigard
Sta 469+00

12'6" × 7'0"
- Salem — 10⅓-8
- Tigard — 10⅓-8
- Sunset Hwy. — 10⅓-8
- ← Bangy Rd. — 10⅓-8

13'6" × 7'6"
- ↑ Portland — 10⅓-8
- Tigard — 10⅓-8
- Salem — 10⅓-8
- Lake Oswego → — 10⅓-8

KEEP RIGHT

8'0" × 6'0"
- 5 NORTH — 8" / 24"
- Portland — 10⅓-8

9'6" × 4'0"
- Bangy Rd NEXT LEFT — 10⅓-8 / 8"

MOUNT SIGN ON "SIGNAL AHEAD" MAST ARM SUPPORT

"YIELD"

"YIELD"

8'0" × 4'0"
- 5 SOUTH — 8" / 24"
- Salem NEXT LEFT — 15⅓-10 / 8"

OUNT ON CANTILEVER

9'6" × 4'0"
- Bangy Rd. — 10⅓-8

13'0" × 7'0"
- ↑ Lake Oswego — 10⅓-8
- 5 NORTH — 8" / 24"
- Portland — 10⅓-8

10'0" × 6'0"
- SOUTH 5 217 — 6" / 24"
- NORTH 5

13'6" × 4'6"
- ↑ Bangy Rd. — 10⅓-8
- ← Lake Oswego — 10⅓-8

6'0" × 4'6"
- JCT. 5 217 — 8" / 24"

500 Ft S. of Kruse Way

800 Ft S. of Kruse Way

Kruse Way

485

490

480

100

105

Salem

NOTE: For Details of Freeway Signing See Lineal Sign Plans For The S. Tigard Interchange - E. Portland Fwy. Interchange Sec., Pacific Hwy.

SIGNING PROJECT

REVISED S. TIGARD INTERCHANGE
PACIFIC HIGHWAY
WASHINGTON AND CLACKAMAS CO.

7-1-75

7-1-75

Traffic Engineer

Asst. Hwy. Engr.

U.S.B.P.R.

14'0"
9'0"
217
Bonita Rd.
EXIT 1/2 MILE
EXISTING SIGN

12'0"
3'0"
EXIT 292 15-10
9'0"
217
Lake Oswego 16-12
EXIT 1/2 MILE 18-10
REVISED SIGN

8'-6"
3'-0"
Lake Oswego 8-6
KEEP LEFT 6
MOUNT ON "SIGNAL AHEAD" MAST ARM SUPPORT

11'-6"
4'-0"
Sunset Hwy. 8"-6"
Ocean Beaches 8"-6"
KEEP RIGHT 6"
Move Existing Sign X

To Portland
5
85
90
90
95
95
475
480
100
105
To Salem

7'0"
6'0"
Lake Oswego 10½-8
10½-8
X

Use Existing Sign Bridge
From Beaverton-Tigard
Hwy. Sta 469+00
X

KEEP RIGHT

12'0"
24"
6'0"
217 Tigard 10½-8
Beaverton 10½-8
X

6'6"
6'6"
217 24"
Tigard 8-6 X
Beaverton 8-6

NORTH
217
45th Ave

7'6"
6'0"
5 SOUTH 11" 24"
Salem 10½-8

EXISTING SIGNS TO
REMAIN IN PLACE

MATCH LINE

8'0"
7'0"
5 SOUTH 8" 24"
Salem 13½-10
NEXT LEFT 8"
MOUNT ON CANTILEVER

"YIELD"

9'6"
4'0"
Bangy Rd. 10½-8

13'-0" X
Lake Oswego 10½-8
7'-0"
217 24"
Tigard 10½-8

REMOVE EXISTING
"STOP AHEAD" SIGN

8'0"
6'0"
5 NORTH 8" 24"
Portland 10½-8
NEXT LEFT 8"

NOTE: For Detail
Lineal Sign Plan
E. Portland Fwy. I

72 nd Ave. 16'-2
EXIT ONLY 10"

AND REVISE
ING GROUND MOUNTED
LOCATED AT STA 469+00

GNING OF THE
WEEN STA 470
(S. TIGARD
E) SEE SHEET 2.

MATCH LINE

8
490
495
500
505
510
515
MATCH LINE

10'-0"
Portland NEXT RIGHT 10½-8 8"
Salem SECOND LEFT 10½-8 8"
8'-0"

SOUTH
5
Salem

GN BRIDGE
REVISE

SOUTH
5
Salem
EXIT ONLY 10"

BRIDGE

11'-0"
TO 5 214
Tigard
Portland
JCT ½ MILE
6" 6" 24" 13½-10 12-8
8'-0"

Lower Boones Ferry Rd.

13'-6"
TO 5 214
Tigard
Portland
24" 15⅓-10" 15⅓-10"
7'-6"

MOUNT ON CANTILEVER
(SIGNALS TO BE MOUNTED
ON CANTILEVER SIGN
STRUCTURE.)

10'-0"
Carman Dr
JCT ¼ MILE
10½-8 9-6
9'-0"

545
530
110
115

15'-0"
L. Boones Fy. Rd.
10½-8
4'-0"

"RIGHT LANE MUST TURN RIGHT"
"BFD" 116+18

6"
8'-6"

9'-6"
TO 5 217
Tigard
10" 24" 13½-10
7'-6"

MOUNT ON BACK
OF CANTILEVER
SIGN STRUCTURE

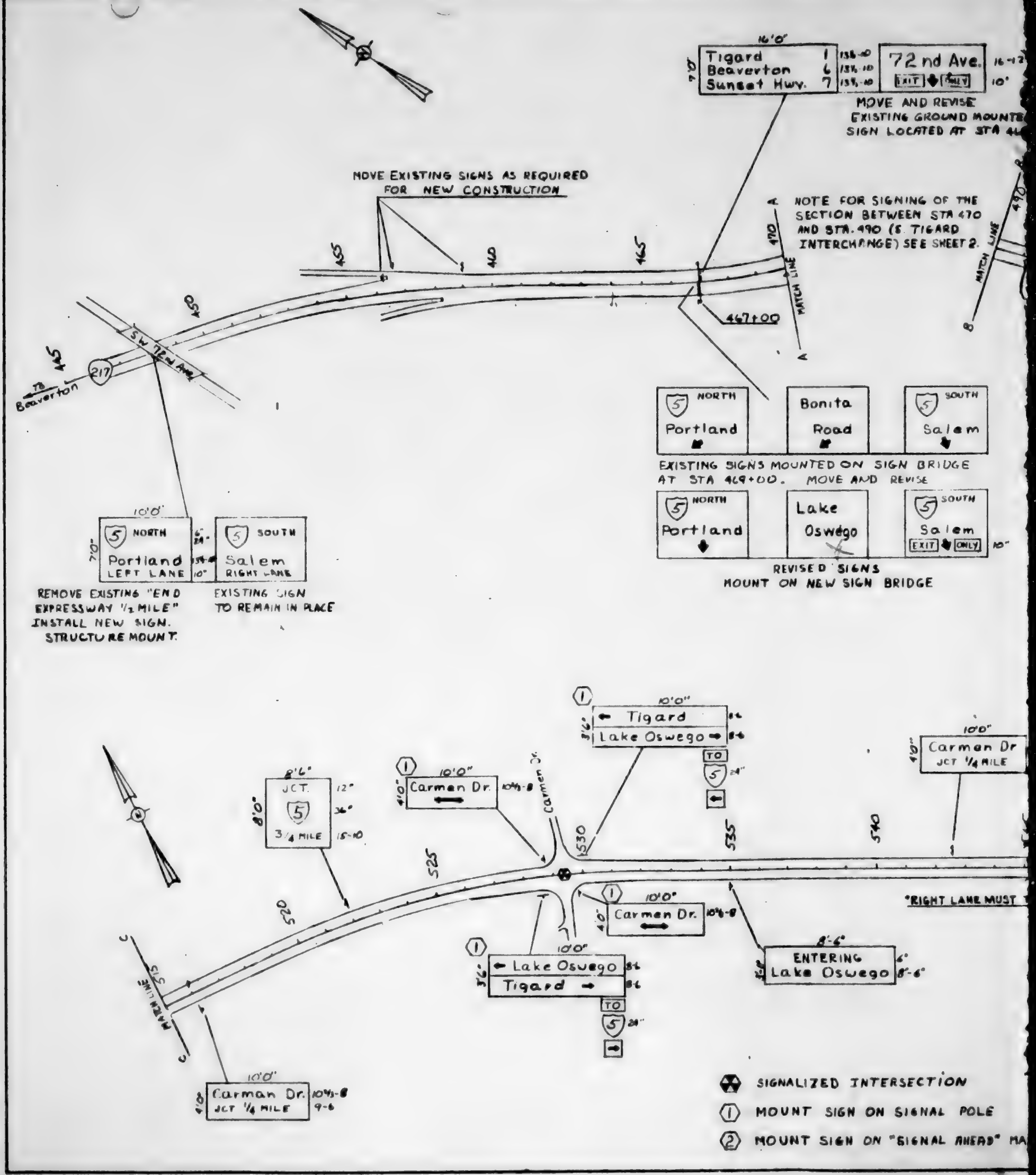
7'-6"
TO 5 217
LEFT ¼ MILE
6" 24" 9-6
5'-6"

INSTALL SIGN AT
NORTHEAST CORNER
OF S.W. BOONES FERRY RD
AND S.W. MAIN ST.

TERSECTION
N SIGNAL POLE
"SIGNAL AHEAD" MAST ARM SUPPORT

SIGNING PROJECT
S.W. [illegible] Ave. INTCHG. BOONES FERRY RD. SEC.
CLAY RD. & TIGARD, PACIFIC & I-5 HWYS
WASHINGTON & CLACKAMAS COUNTIES

Action		
Submitted		
Approved	5-6-75	
"		
"		
Accepted	7/15/75	U.S. DR


16'0"
Tigard 1
Beaverton 6
Sunset Hwy. 7
72nd Ave.
EXIT ONLY
MOVE AND REVISE
EXISTING GROUND MOUNTE
SIGN LOCATED AT STA 44
MOVE EXISTING SIGNS AS REQUIRED
FOR NEW CONSTRUCTION
NOTE FOR SIGNING OF THE
SECTION BETWEEN STA 470
AND STA. 490 (S. TIGARD
INTERCHANGE) SEE SHEET 2.
MATCH LINE
467+00
SW 72nd Ave.
217
To Beaverton
NORTH
Portland
Bonita
Road
SOUTH
Salem
EXISTING SIGNS MOUNTED ON SIGN BRIDGE
AT STA 469+00. MOVE AND REVISE
Lake
Oswego
REVISED SIGNS
MOUNT ON NEW SIGN BRIDGE
10'0"
NORTH
Portland
LEFT LANE
SOUTH
Salem
RIGHT LANE
REMOVE EXISTING "END
EXPRESSWAY 1/2 MILE"
INSTALL NEW SIGN.
STRUCTURE MOUNT.
EXISTING SIGN
TO REMAIN IN PLACE
JCT.
3/4 MILE
Carmen Dr.
Carmen Dr
JCT 1/4 MILE
Tigard
Lake Oswego
TO
ENTERING
Lake Oswego
*RIGHT LANE MUST
MATCH LINE
SIGNALIZED INTERSECTION
MOUNT SIGN ON SIGNAL POLE
MOUNT SIGN ON "SIGNAL AHEAD" MA

FAS 943
Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

July 7, 1975

Mr. Robert Prange
Projects Manager
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

HD-6

RE: South Tigard Interchange-Boones Ferry Road
Portion of S. W. 72nd-Boones Ferry Road Section
FAS 943 (Kruse Way)

In compliance with your letter of June 27, 1975 pertaining to the above captioned matter, please find enclosed check No. 10 in the amount of One Hundred Ten Thousand and No/100 ($110,000.00) Dollars, which covers the County's estimated share of the cost.

With all conditions having been met, we now say "Let's get on with the job".

JOHN C. McINTYRE - Director of Public Works

/mak

Enclosure: Check No. 10

RECEIVED
OSHD FINANCE BRANCH
Check [redacted] # 10 Amt. $110,000 pc
By CE Date 7-8-75
for FAS 943, Kruse Way

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☒ CE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

for 943
Clack Co

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, OR 97310

Attention: County & City Unit

RECEIVED
COUNTY & CITY SECTION
JUL 1 0 1973
ENGR. COOR. UE LE UE
UPE CE RE RPE

SUBJECT: Federal Aid Project No. SU-592(1)

Highway No. FAS 943

Project Name S. Tigard Intchge-Lower Boones Ferry Rd.
S. W. 72nd Ave.-Lower Boones Ferry Road
Kruse Way

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   [X] There has been no displacement of persons from residences, farms, or businesses; or

   [X] That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   [ ] In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 3rd day of July, 1975

Clackamas County

Thomas D. Telford
Chairman

Commissioner

Commissioner

Copy to :- John Oaks
J.H. Versteeg
Ed Hardt - Reg I

7/31/73

BEFORE THE BOARD OF COUNTY COMMISSIONERS FAS 943
Clack Co

OF CLACKAMAS COUNTY, STATE OF OREGON

In the matter of designating Kruse Way, a County Road, as a county throughway

No. 75-851

RESOLUTION

WHEREAS, O.R.S. 374.420(3) defines and states the purpose of a county throughway; and

WHEREAS, O.R.S. 374.420 to 374.430 authorizes the Board of County Commissioners to designate a county road as a "Throughway" by Resolution; and

WHEREAS, Clackamas County, through its Board of County Commissioners, established Kruse Way, FAS 943, as a County Road by Order No. 75-183 on February 10, 1975; and

WHEREAS, under this statutory authority the Board of County Commissioners for Clackamas County deems it necessary and in the best public interest to designate Kruse Way as a "Throughway" with limited access control; now, therefore,

BE IT RESOLVED that Kruse Way, FAS 943, a County Road, is hereby designated as a "Throughway" in accordance with O.R.S. 374.420 to 374.430 and that the design and construction be accomplished pursuant to and within the meaning and scope of O.R.S. 374.420 to 374.430 with limited access control.

DATED this 24th day of June, 1975.

BOARD OF COUNTY COMMISSIONERS

Thomas D. Telford
Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 7 - 1975
ENGR. COOR. OE AE OE
UPE CE RE RPE

FAS 943

BEFORE THE BOARD OF COUNTY COMMISSIONERS Clack Co
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of the Establishment of Kruse Way, FAS 943, as a County Road

Order No. 75-113

This matter having regularly come before the Board of County Commissioners at a public hearing duly held on the 20th day of January, 1975, and

It appearing to the Board that by Resolution No. 74-1755 dated December 30, 1974, this Board did declare its intention to establish the County Road to be known as Kruse Way, and

It further appearing to this Board that Resolution No. 74-1755 set January 20, 1975, as the time at which this Board would hear objections to and remonstrances against the proposed establishment of said Kruse Way as a County road, and that at said time at least one objection to and remonstrance against the proposed County road was heard, and the Board having considered all the testimony and evidence received for and against the establishment of said County road; now, therefore

The Board of County Commissioners for Clackamas County now finds that it is necessary and in the best interest of Clackamas County to establish Kruse Way as a County road and as a thoroughfare to provide a more direct thoroughfare for the flow of traffic, to improve traffic congestion on existing residential streets and to provide for better traffic safety and control and to accommodate increased traffic flow thereon; and

It appearing that a Board of Road Viewers does not need to be appointed at this time as it is probable that the necessary right-of-way may be acquired by grants from the owners or by such condemnation proceedings as may hereinafter be authorized and directed by this Board; now, therefore, it is hereby

ORDERED that the Director, Department of Public Works, attempt to acquire the necessary right-of-way for Kruse Way by grants from the owners or that the property be acquired by such condemnation proceedings as may hereafter be authorized and directed by this Board.

DATED this ____ day of _____, 1975.

BOARD OF COUNTY COMMISSIONERS

Edward D Engel
Chairman

Commissioner

Commissioner

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Establishing a County Road to be known as KRUSE WAY connecting I-5 at the South Tigard Interchange to Boones Ferry Road.

RESOLUTION NO. 74-1755

At this time the Board of County Commissioners of Clackamas County, Oregon, having duly determined to institute proceedings to establish Kruse Way as a County Road, and more particularly described as per the legal description attached. The proposed road is located in Sections 5 and 6, T.2S., R.1E., W.M., Clackamas County, Oregon, and the Board being satisfied that the establishment of said road will be of public benefit and is necessary for the following reasons, to-wit:

To provide a more direct thoroughfare for the flow of traffic.

To improve traffic congestion on existing residential streets.

To provide for better traffic safety and control and to accommodate increased traffic flow thereon.

Events leading to the establishment of this County roadway are:

August 7, 1969 - FAS designation was given to this proposed route.

April 18, 1969 - The Executive Committee of the Columbia Region Association of Governments endorsed this route.

November 25, 1969 - Lake Oswego City Council, by Resolution, supported this route.

December 9, 1969 - Corridor Public Hearings were held.

February 20, 1970 - Corridor approval was given by the Oregon State Highway Commission.

April 15, 1970 - Design Public Hearing was held.

September 15, 1970 - Design approval given by the Oregon State Highway Commission.

July 20, 1973 - Draft Environmental Impact Statement was made available to public.

December 16, 1974 - Final Impact Statement was prepared and submitted to the Federal Highway Administration.

It is further proposed that this County road be established as a throughway, in accordance with ORS 374.405 through 374.990, and that access to this facility be limited to locations as established by Clackamas County.

It is, therefore, resolved and ordered that pursuant to the authority vested in the Board of County Commissioners of Clackamas County, Oregon, by ORS 368.470 and 373.110, through said Commission, hereby declares its intention to establish County road referred to as Kruse Way as per the attached description, reserving the right to discontinue proceedings, if considered desirable.

It is further ordered that January 20, 1975, at the hour of 10:00 o'clock a.m., in Room 201, County Courthouse, Oregon City, Oregon, be set as the time and place at which the Board will hear objections to and remonstrances against the proposed establishment of said County road, and

It is further ordered that the Director of the Department of Public Works, or a qualified deputy, is hereby ordered to give due and legal

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Establishing a County Road to be known as KRUSE WAY.....

Cont'd - Page 2

RESOLUTION NO. 74-1755

notices of said Hearing by posting certified copies of this Resolution, as provided in said Section 368.470, ORS, and that notice be forwarded by mail, postage prepaid, to each record owner of land on or over which the proposed road or portion thereof to be laid out, located and established at the last known post office address of such owner. If the address of such owner be unknown to the person mailing such notice, it is to be mailed to the address given on the latest tax roll in the office of the Tax Collector in said County. If the address is unknown to the person mailing such notice and cannot be ascertained, with reasonable diligence, and cannot be found in said latest tax roll, then such notice is to be addressed to such owner at Lake Oswego, Oregon, and

It is further ordered that the County Clerk cause a Legal notice of this Hearing to be published in the Lake Oswego Review, the Enterprise-Courier and in the Oregonian on January 8, 1975, and

It is further ordered that this Resolution be duly recorded in the Deed Records of Clackamas County, Oregon by the Clerk of Clackamas County immediately upon filing thereof.

DATED this 30TH day of December 1974

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

W.K.
PW/

A parcel of land lying in the S.1/2 of Section 6, T. 2[illegible] E., W.M., Clackamas County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 85 feet northeasterly of Engineer's Station C 91+63.48 on the C Centerline, which Centerline is described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 080, Page 145 of Clackamas County Record of Deeds, said point also being opposite and 83.18 feet northeasterly of Engineer's Station CT3 91+63.50 on the CT3 Centerline; thence southeasterly in a straight line to a point opposite and 85 feet northeasterly of Engineer's Station CT3 95+17.76 on said CT3 Centerline; thence southerly parallel with said CT3 Centerline to a point opposite and 130 feet northeasterly of Engineer's Station 483+14.14 on the Centerline of a County road; thence easterly in a straight line to a point opposite and 85 feet northerly of Engineer's Station 485+00 on said County road Centerline; thence easterly parallel with said County road Centerline to a point opposite Engineer's Station 486+50 on said County road Centerline; thence southerly at right angles to said County road Centerline to a point opposite and 70 feet southerly of said Engineer's Station 486+50; thence westerly parallel with said County road Centerline to a point opposite Engineer's Station 485+00; thence westerly in a straight line to a point opposite and 100 feet southerly of Engineer's Station 483+14.14 on said County road Centerline; thence south 35° 15' west 170 feet, more or less, to the easterly line of that property described in said State of Oregon deed; thence northerly along said easterly line to the point of beginning.

The CT3 Centerline herein referred to is described as follows:

Beginning at Engineer's Centerline Station CT 85+70.44, said Station being opposite and 5 feet easterly of Engineer's Station C 85+69.24 on said C Centerline, said Station also being 1960.55 feet north and 200.82 feet west of the northwest corner of BONITA MEADOWS Clackamas County, Oregon; thence south 1° 13' 39" east 8.36 feet; thence on a spiral curve left (the long chord of which bears south 3° 53' 39" east) 200 feet; thence on a 716.20 foot radius curve left (the long chord of which bears south 14° 47' 09.5" east) 138.96 feet to Engineer's Centerline Station CT 89+17.76 equals CT3 89+17.76; thence on a spiral curve left (the chord of which bears south 36° 21' 23" east) 600 feet; thence south 44° 20' 40" east 168.76 feet; thence on a 238.73 foot radius curve right (the long chord of which bears south 8° 33' 05" east) 298.28 feet; thence south 27° 14' 30" west 257.18 feet to Engineer's Centerline Station CT3 102+41.98 equals 482+29.14 on said County road Centerline, which County road Centerline is described as follows:

Beginning at Engineer's Centerline Station 476+28.32, said Station being 788.78 feet north and 291.17 feet west of the northwest corner of said BONITA MEADOWS; thence south 62° 45' 30" east 825.22 feet; thence on a spiral curve left (the long chord of which bears south 64° 05' 30" east) 400 feet to Engineer's Centerline Station 488+53.54.

Bearings are based upon the Oregon-Co-ordinate System, North Zone

The parcel of land to which this description applies contains 4.45 acres, more or less.

Section 2:

A parcel of land variable in width whose Centerline is described as:

Beginning at Engineer's Centerline Station 482+12.32, said Station being 521.47 feet north and 228.06 feet east of the northwest corner of BONITA MEADOWS, Clackamas County, Oregon; thence south 62° 45' 30" east, 241.22 feet; thence on a spiral curve left (the long chord of which bears south 64° 05' 30" east), 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears south 75° 15' 30" east) 850 feet; thence on a spiral curve left (the long chord of which bears south 86° 25' 30" east) 400 feet; thence south 87° 45' 30" east, 1011.72 feet; thence on a spiral curve right (the long chord of which bears south 86° 25' 30" east) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears south 75° 12' east) 855.83 feet to Engineer's Centerline Station 529+71.09; thence on a spiral curve right (the long chord of which bears south 63° 58' 30" east) 400 feet; thence south 62° 38' 30" east 1891.66 feet to Engineer's Centerline Station 552+62.75.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Centerline	Width on Southerly Side of Centerline
485+00	497+03.54	85	70
497+03.54	502+00	85	75
502+00	505+00	85 in a straight line to 75	75
505+00	528+75	75	75
528+75	529+10		75 in a straight line to 150
529+40	530+00	150 in a straight line to 75	150 in a straight line to 60
530+00	540+00	75	60

EXCEPT therefrom that property described in that deed to Charlotte Knox, recorded in Book 672, Page 584, Clackamas County Record of Deeds.

A parcel of land lying in Lot 35, Block 6, LAKE GROVE ACREAGE ESTATES, Clackamas County, Oregon; the said parcel being described as follows:

Beginning at the northwest corner of said Lot 35; thence easterly along the northerly line of said Lot 35 to the northeast corner of said Lot 35; thence southerly along the easterly line of said Lot 35, a distance of 35 feet; thence northwesterly in a straight line to the point of beginning.

The parcel of land to which this description applies contains 1050 square feet, more or less.

Fwy 943
Clack Co

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY

S. Tigard Inter.-S.W. Boones Ferry Rd. Section - Kruse Way Highway

44393-C Knox, Charlotte $ 5,850.00
Approved June 6, 1975

44393-F Lindstrom, Nina L. $ 300.00
Approved June 13, 1975

44393-D DECO Corporation $ 25,840.00
Approved June 20, 1975

44531-27 & 28 Lake Grove Garden Center Inc. $11,300.00
Approved June 27, 1975

Fas 943 - R/W
Clack Co

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY

S. Tigard Inter.-S.W. Boones Ferry Rd. Section - Kruse Way Highway

44393-C Knox, Charlotte

Approved June 6, 1975 $ 5,850.00

44393-F Lindstrom, Nina L.

Approved June 13, 1975 $ 300.00

44393-D DECO Corporation

Approved June 20, 1975 $ 25,840.00

RECEIVED
COUNTY & CITY SECTION
JUN 20 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY OPTIONS

Approved for Closing

CLACKAMAS COUNTY

S. Tigard Inter.-S.W. Boones Ferry Rd. Section - Kruse Way Highway

44393-C	Knox, Charlotte	Approved June 6, 1975	$ 5,850.00
44393-F	Lindstrom, Nina L.	Approved June 13, 1975	$ 300.00

RECEIVED
COUNTY & CITY SECTION
JUN 6 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Oregonian, Portland
7-1-75

Road construction to begin in late July

OREGON CITY — Orders allowing immediate county occupancy of land needed for Kruse Way construction near Lake Oswego have been signed by Clackamas County Circuit Court Judge Dale Jacobs.

The orders initiate condemnation proceedings on 19.5 acres owned by Brigham Young University, 1.5 acres owned by Herbert V. and Josephine Kruse, and about three acres owned by Gordon R. Martin, Douglas J. White Jr. and Winmar Pacific, Inc., according to County Engineer Winston Kurth. Each of those property owners refused the highest offer for right-of-way on their land, he said.

Right-of-way agreements have been reached on four other parcels needed for the 1.4 mile roadway between Interstate 5 and SW Boones Ferry Road, he reported.

The orders will allow project work to proceed pending condemnation hearings in court, said Kurth.

Kearney Brothers, Inc., of Tualatin offered the lowest bid, $1,439,722 for the project Three other firms offered bids on the work, which engineers estimated would cost $2,100,000. Financing will come from federal, state and local government sources.

Although the project is subject of a lawsuit contending the roadway would violate the county's comprehensive plan, Kurth said construction is expected to begin in late July.

Plaintiffs in the suit include the West Clackamas League of Women Voters, Oregon Environmental Council, Northwest Environmental Defense Center and eight individuals.

Oregon Journal
Portland 7-1-75

County Meets Deadline For Kruse 'Throughway'

Clackamas County has met its June 30 deadline for obt... ing $1.4 million in federal aid to secondary roads for the controversial Kruse Way project by signing an agreement designating the road as a county throughway.

Construction on the 1.3-mile project, from the south Tigard interchange of I-205 to Lower Boones Ferry Road, could begin by late July — if the project doesn't run into a legal roadblock.

The Northwest Environmental Defense Council, the League of Women Voters and area residents have filed suit in circuit court, claiming the county is attemptig to build a four-lane expressway — not a throughway — and that it violates the county comprehensive land use plan.

8261 SW 72nd Ave Int-SW Boones 1975
Ferry Rd Sec Beaverton-Tigard Hwys.
(Grad.,pav.,sign & signal) #4 [redacted]

[redacted] [redacted]

C4A 5359 6-30-75
5336 6-11-75

8361.

June 30, 1975

Clackamas County Public Works
Department
902 Abernathy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 3359

Gentlemen:

Attached for your records is a fully executed copy of a Construction-Finance Agreement covering the S. Tigard Interchange-Lower Boones Ferry Road portion of the S. W. 72nd Avenue-Lower Boones Ferry Road Section of Kruse Way.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.
bc Don Harwell (Conf. Agree. attach.)
fkn/hb

5341

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
June 5, 12, 19 and 26 Bid Lettings

Bids were taken June 5, 12, 19 and 26 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

June 5 Bid Letting:

1. Pacific Highway East U'Xing-N. Columbia Boulevard
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout the section.

2. Rowena-The Dalles
Columbia River Highway, Wasco County

Grade, Pave, Sign and Illumination Project

Same as No. 1.

3. Hilgard-LaGrande
Old Oregon Trail Highway, Union County

Grade, Pave and Sign Project

Same as No. 1.

4. McVay Highway at Pacific Highway O'Xing
McVay Highway, Lane County

Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Oregon Coast Highway at W. Devils Lake Road
Oregon Coast Highway, Lincoln County

Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge. Four-foot shoulders will be provided throughout the project.

6. N. W. Elks Drive-N. W. Conifer Boulevard (Corvallis)
Pacific Highway West, Benton County

Grade and Pave Project

Same as No. 1, except that 6-foot shoulders will be provided.

7. Poormans Creek Bridge
Jacksonville Highway, Jackson County

Grade, Pave and Structure Project

Same as No. 1, except that 4-foot shoulders will be provided.

June 12 Bid Letting:

1. W. Marquam Interchange-N. Tigard Interchange
Pacific Highway, Multnomah County

Grade, Pave, Sign and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout the project.

2. S. W. Clay Street-S. W. Sheridan Street
Pacific Highway West, Multnomah County

Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Link River-Bisbee Street
Klamath Falls-Lakeview Highway, Klamath County

Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Five-foot sidewalks exist.

4. Smith Point (Astoria)
Oregon Coast Highway, Clatsop County

Roadside Improvement Project

Same as No. 2.

5. Interstate Avenue Grade Separation
Pacific Highway West, Multnomah County

Guardrail Project

Same as No. 2.

June 19 Bid Letting:

1. Bellevue Street S. E.-Mission Street S. E. (Salem)
FAUS 1555, Marion County

Grade, Pave, Structure and Illumination Project

An 8-foot Class II bikeway will be provided.

2. Chehalem Creek (Newberg)
Pacific Highway West, Yamhill County

Grade, Pave and Structure Project

Five-foot sidewalks will be provided.

3. Sharps Corner-Diagonal Road
Columbia River Highway, Umatilla County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

4. Jordan Valley-Jordan Creek
I.O.N. Highway, Malheur County

Grade and Pave Project

Same as No. 3.

5. Hogback Summit-Lake Abert
Lakeview-Burns Highway, Lake County

Grade and Pave Project

Same as No. 3.

6. S. Fork Big Butte Creek (Butte Falls) Bridge
FAS 15-101, Jackson County

Structure Project

Same as No. 3.

7. Middle Fork Malheur River (Acton Bridge)
FAS 458, Harney County

Grade, Base and Structure Project

Same as No. 3, except that 2-foot shoulders will be provided.

8. McMinnville-Willamina-Sheridan Area Safety Projects
Pacific Highway West and Salmon River Highway
Polk and Yamhill Counties

Attenuators, Guardrail and Sign Projects

Footpaths or bicycle trails are not incorporated

In this project as no new highway construction, reconstruction or relocation is involved.

9. Simpson Creek
Corvallis-Newport Highway, Lincoln County

Grade, Pave and Culvert Project

Same as No. 3.

10. Daisy Street-SPRR (Springfield)
Springfield-Creswell Highway, Lane County

Grade and Pave Project

An 8-foot, Class I or Class II bikeway will be provided.

11. Aumsville (N. Fifth Street)
City Street, Marion County

Grade and Pave Project

Four-foot sidewalks will be provided.

June 26 Bid Letting:

1. Winchester Interchange-Garden Valley Boulevard
Pacific Highway, Douglas County

Grade, Pave and Sign Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Ten-foot shoulders are available throughout this section.

2. Motorist Service Signing Project, S. Unit
Pacific Highway, 3 Counties

Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project, N. Unit
Pacific Highway, 6 Counties

Signing Project

Same as No. 2.

4. Motorist Service Signing Project
Columbia River Highway, 9 Counties

Signing Project

Same as No. 2.

5. N. E. Union Avenue-N. E. 92nd Avenue
Columbia River Highway, Multnomah County

Grade and Pave Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Non-motorized vehicles are prohibited throughout this section.

6. S. W. 72nd Avenue Interchange-S. W. Boones Ferry Road
Beaverton-Tigard, Pacific and FAS 943 Highways
Washington and Clackamas Counties

Grade and Pave Project

An 8-foot Class I bikeway will be provided.

7. Five Corners-Lakeview and Hunters Lodge Road-Lakeview
Klamath Falls-Lakeview and Fremont Highways, Lake County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders or 5-foot sidewalks in curbed areas are available.

8. Lyons (14th and 15th Streets)
City Street, Linn County

Paving Project

Same as No. 1, except that two 12-foot paved travel lanes and 6-foot gravel shoulders will be provided.

9. Veneta (Second Street)
City Street, Lane County

Grade and Pave Project

Same as No. 1, except that 8-foot shoulders will be provided.

10. Detroit (D and Patton Streets)
City Streets, Marion County

Grade and Pave Project

Same as No. 1, except that 4-foot shoulders will be provided.

11. Rooster Rock State Park
Multnomah County

Beach Restoration and Erosion Control Project

Same as No. 2.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc ja

R/W FAS 943
Clark Co

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

JUN 18 1975

IN REPLY REFER TO:
HEV-2
Oregon

Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

NOTED
F. B. KLABOE

Dear Senator Packwood:

This is in response to your May 27 inquiry of the Department of Transportation, Congressional Liaison, on behalf of Mr. L. M. Baker, concerning the environmental impact statement (EIS) on Kruse Way. Your inquiry was acknowledged on June 5.

The EIS on this project was approved by the Federal Highway Administration (FHWA) on April 18 after receiving further investigation and review by the FHWA Division Office in Oregon and the Oregon State Highway Division. We believe the statement adequately and objectively discusses the project and its alternatives and the anticipated environmental impacts, and meets all the legal requirements. The project has also received favorable support from local city and county governments.

The purposes of Kruse Way are to provide improved transportation service, reduce traffic volumes on the existing streets, and accommodate projected growth in traffic volumes resulting from area development. Utilization of the existing street network under current or upgraded conditions to serve these purposes is infeasible, inconsistent with local planning, and would involve severe environmental consequences to residential areas.

Construction of Kruse Way will provide an access to the Lake Oswego area from the west for automobiles, buses and bicycles. The highway minimizes impacts on residential areas by occupying an undeveloped corridor, which also minimizes noise and air quality effects.

Sincerely yours,

J. M. O'Connor

Joseph M. O'Connor
Associate Administrator for
Right-of-Way and Environment

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO
FOR
Info | Inves. | R/D | O.R. | Sign | Act | File

R/W FAS 943
Clack Co

BOB PACKWOOD
OREGON

United States Senate

WASHINGTON, D.C. 20510

May 27, 1975

Mr. L. M. Baker
2200 Crest Drive
Lake Oswego, Oregon 97034

Dear Mr. Baker:

Thank you for your recent letter and attached copy of your correspondence to the President's Council on Environmental Quality.

At the federal level, the Federal Highway Administration has been considering this project, and I will therefore take the liberty of sending your objections to the Kruse Way EIS directly to them.

Again, thank you for your expression of concern.

Cordially,

BOB PACKWOOD

BP:kjw

RECEIVED
JUN 5 1975
FHWA—OEP
PRS

53347

R/W FAS 943
Clack Co

MAY 19 '75

Lake Oswego, Ore
May 15, 1975

Sen. Bob Packwood
1317 Dirksen Bldg.
Washington D.C. 20510

Dear Sen. Packwood:

I am enclosing a copy of my objections to the EIS on Kruse Way in Clackamas County, Ore.

This EIS is a classical example of a bureaucratic "study", supposedly impartial, being used to justify preconceived political actions. If this document goes unchallenged through the federal, state, and county agencies involved, I hold very little hope for the future.

Respectfully,
L.M. Baker

L.M. Baker
2200 Crest Dr. 53347
Lake Oswego, Ore 97034

R/W FAS 943
Clack Co

April 28, 1975

Presidents Council on Environmental Quality
722 Jackson Place N. W.
Washington, D. C. 20006

Re: FAS 943, Clackamas County, Oregon

Gentlemen:

This letter is an objection to the errors, misinformation, mistakes, bias, obfuscation and material omission of relevant facts pertaining to the Final Environmental Impact Statement of FAS 943 (Kruse Way) proposed near Lake Oswego, in Clackamas County, Oregon.

It is not within the scope of this letter to discuss whether Kruse Way should be constructed, as it is proposed. Obviously, the writer believes there are two or more viable alternatives that have been studiously avoided in the EIS. In the interest of brevity, I shall attempt to bring out only a few of the points that will illustrate the high level of incompetency achieved in this work. To review all the mistakes would require five or more pages, so only the highlights will be touched upon.

EXAMPLE 1. Projected Traffic Volumes
Figure 8D.

(a) Southwest Waluga Drive does not intersect Lower Boone's Ferry Road at the point shown.

(b) Quarry Road, a major connector between Lower Boone's Ferry and Carman Road is not shown.

(c) The Carman Road intersection with Lower Boone's Ferry Road shows a present traffic count of 2400 vehicles daily. This intersection is in fact a 40-foot bank.

The foregoing suggests that the author of this report has never seen the area under discussion.

EXAMPLE 2. Page 24.

(a) The thrust behind Kruse Way is to relieve the traffic "congestion" on Bonita Road, which has a design capacity of 6500 ADT's. Nowhere in the EIS is the present traffic volume on Bonita Road shown. The report admits that the 4,250 ADT's estimated from a one day survey is "substantially higher than average daily traffic along Bonita

R/W FAS 943
Clack Co

Road". Are ADT's computed on a one-day count?

(b) Kruse Way is offered as a solution to lower ADT's on Bonita a new overcrossing over I-5 is nearly finished that will connect East Bonita Road to West Bonita Road, Tigard, and Pacific Hiway 99W. This is not noted in the EIS. Now instead of connecting only to I-5, after the overcrossing is completed, Bonita Road will connect to even more arterials and expressways. Under these conditions, reduced traffic on Bonita Road is difficult to accept.

EXAMPLE 3. Table 8, Page 49.

Any traffic count on Carman Drive and related connectors is of dubious value because no intersection between Carman Drive and Boone's Ferry Road exists.

EXAMPLE 4. Page 64.

(a) The air quality standards are currently being violated at the South Tigard Interchange. The EIS makes no mention of the Lewis Elementary School at this location where the air quality violations are occurring continuously.

EXAMPLE 5. Page 64.

The Oregon Department of Transportation arbitrarily lowered the ADT's from 20,000 to 18,200 in order to remove the DEO from any responsibility in this matter. See the minutes of the 66th meeting of the Oregon EQC in Eugene, February, 1975.

EXAMPLE 6. Table 13. Page 59.

This table, and Figure 8G, are invalid because auto emission standard beyond 1977 have been indefinitely postponed. Further, the auto replacement rate is impossible to predict.

EXAMPLE 7. Table 15, Page 63.

A material fact has been omitted from this table because it would cast doubt upon the accuracy of future predictions. The 1974 auto emission standards were not provided because they would show regression from 1973 standards.

EXAMPLE 8, Page 65.

In discussion of the air quality projected at the intersection of Kruse Way and Boone's Ferry Road, no mention is made of another sensitive receptor site. The Lake Grove Elementary School is located there. In addition, no ambient air quality samples were taken here from which to predict a base.

R/W FAS 943
Clack Co

EXAMPLE 9. Figure 8H.

Conveniently shows a SSE Wind. A Wind from any northerly direction would place the mass of contaminated air squarely in the Lake Grove School playground, just as it is currently at the South Tigard Interchange and the Lewis Elementary School

The foregoing examples suggest incompetency at best, and duplicity and deceit at worst. The attitude apparently is that the EIS is a necessary evil to be disposed of as expeditiously as possible prior to construction, and accuracy is not required. This is not unexpected where an agency is self-supervising, as the highway department prepares it's own EIS.

The dozen families living along Bonita Road, a minor connector, are experiencing nothing more than any other similiar residents along any other connector experience due to increased traffic flow. Yet they have assumed political "clout" extending, according to the local newspapers, up to the U. S. Senate, and to the House Ways and Means Committee. The tragedy is that, after the Bonita Road overcrossing is built, and after the damage has been done by constructing Kruse Way, they will only then realize they have been used as a ploy.

Respectfully,

L. M. Baker

L. M. Baker

L. M. Baker
2200 Crest Drive
Lake Oswego, Oregon 97034

R/W FAS 943
Clack Co

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 16, 1975

Mr. Robert H. Prange
Rural Engineer
County-City Unit
Oregon State Highway Division
Highway Building
Salem, OR 97310

In compliance with your request of June 10, 1975 please find enclosed two (2) copies of the Right-of-Way/Construction-Finance Agreement pertaining to Kruse Way, FAS 943, which have been signed by our Board and attested by the Clackamas County Clerk.

When the proper officials of your Department have affixed their signatures to these documents, we will appreciate receiving a fully executed copy for our files.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 18 1975
☐ ENGR. ☐ CSSR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COPY OF NOTICE ...
TO BE POSTED HERE

BEFORE THE BOARD
of County Commissioners
of Clackamas County,
State of Oregon

In the Matter of Establishing a County Road to be known as Kruse Way connecting I-5 at the South Tigard Interchange to Boones Ferry Road.

RESOLUTION NO. 74-1755

At this time the Board of County Commissioners of Clackamas County, Oregon, having duly determined to institute proceedings to establish Kruse Way as a County Road, and more particularly described as per the legal description attached. The proposed road is located in Sections 5 and 6, T.2S., R.1E., W.M., Clackamas County, Oregon, and the Board being satisfied that the establishment of said road will be of public benefit and is necessary for the following reasons, to-wit:

To provide a more direct thoroughfare for the flow of traffic.

To improve traffic congestion on existing residential streets.

To provide for better traffic safety and control and to accommodate increased traffic flow thereon.

Events leading to the establishment of this County roadway are:

August 7, 1969 - FAS designation was given to this proposed route.

April 18, 1969 - The Executive Committee of the Columbia Region Association of Governments endorsed this route.

November 25, 1969 - Lake Oswego City Council, by Resolution, supported this route.

December 9, 1969 - Corridor Public Hearings were held.

February 20, 1970 - Corridor approval was given by the Oregon State Highway Commission.

April 15, 1970 - Design Public Hearing was held.

September 15, 1970 - Design approval given by the Oregon State Highway Commission.

July 20, 1973 - Draft Environmental Impact Statement was made available to public.

December 16, 1974 - Final Impact Statement was prepared and submitted to the Federal Highway Administration.

It is further proposed that this County road be established as a throughway, in accordance with ORS 374.405 through 374.990, and that access to this facility be limited to locations as established by Clackamas County.

It is, therefore, resolved and ordered that pursuant to the authority vested in the Board of County Commissioners of Clackamas County, Oregon, by ORS 368.470 and 373.110, through said Commission, hereby declares its intention to establish County road referred to as Kruse Way as per the attached description, reserving the right to discontinue proceedings, if considered desirable.

It is further ordered that January 20, 1975, at the hour of 10:00 o'clock a.m., in Room 201, County Courthouse, Oregon City, Oregon, be set as the time and place at which the Board will hear objections to and remonstrances against the proposed establishment of said County road, and

It is further ordered that the Director of the Department of Public Works, or a qualified deputy, is hereby ordered to give due and legal notices of said Hearing by posting certified copies of this Resolution, as provided in said Section 368.470, ORS, and that notice be forwarded by mail, postage prepaid, to each record owner of land on or over which the proposed road or portion thereof to be laid out, located and established at the last known post office address of such owner. If the address of such owner be unknown to the person mailing such notice, it is to be mailed to the address given on the latest tax roll...

A parcel of land lying in the S 1/2 of Section 6, T. 2S., 1 E., W.M., Clackamas County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 85 feet northeasterly of Engineer's Station C 91+63.48 on the C Centerline, which Centerline is described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 680, Page 145 of Clackamas County Record of Deeds, said point also being opposite and 83.18 feet northeasterly of Engineer's Station CT3 91+63.50 ON THE CT3 Centerline; thence southeasterly in a straight line to a point opposite and 85 feet northeasterly of Engineer's Station CT3 95+17.76 on said CT3 Centerline; thence southerly parallel with said CT3 Centerline to a point opposite and 130 feet northeasterly of Engineer's Station 483+14.14 on the Centerline of a County road; thence easterly in a straight line to a point opposite and 85 feet northerly of Engineer's Station 485+00 on said County road Centerline; thence easterly parallel with said County road Centerline to a point opposite Engineer's Station 486+50 on said County road Centerline; thence southerly at right angles to said County road Centerline to a point opposite and 70 feet southerly of said Engineer's Station 486+50; thence westerly parallel with said County road Centerline to a point opposite Engineer's Station 485+00; thence westerly in a straight line to a point opposite and 100 feet southerly of Engineer's Station 483+14.14 on said County road Centerline; thence south 35°15' west 170 feet, more or less, to the easterly line of that property described in said State of Oregon deed; thence northerly along said easterly line to the point of beginning.

The CT3 Centerline herein referred to is described as follows:

Beginning at Engineer's Centerline Station CT 85+70.44, said Station being opposite and 5 feet easterly of Engineer's Station C 85+69.24 on said C Centerline, said Station also being 1960.55 feet north and 200.82 feet west of the northwest corner of BONITA MEADOWS, Clackamas County, Oregon; thence south 1°13'39" east 8.36 feet; thence on a spiral curve left (the long chord of which bears south 3°53'39" east) 200 feet; thence on a 716.20 foot radius curve left (the long chord of which bears south 14°47'09.5" east) 138.96 feet to Engineer's Centerline Station CT 89+17.76 equals CT3 89+17.76; thence on a spiral curve left (the chord of which bears south 36°21'23" east) 600 feet; thence south 44°20'40" east 168.76 feet; thence on a 238.73 foot radius curve right (the long chord of which bears south 8°33'05" east) 298.28 feet; thence south 27°14'30" west 257.18 feet to Engineer's Centerline Station CT3 102+41.98 equals 482+29.14 on said County road Centerline, which County road Centerline is described as follows:

Beginning at Engineer's Centerline Station 476+28.32, said Station being 788.78 feet north and 291.17 feet west of the northwest corner of said BONITA MEADOWS; thence south 62°45'30" east 825.22 feet; thence on a spiral curve left (the long chord of which bears south 64+05'30" east) 400 feet to Engineer's Centerline Station 488+53.54.

Bearings are based upon the Oregon-Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 4.45 acres, more or less.

Impact Statement was made available to public.

December 16, 1974 - Final Impact Statement was prepared and submitted to the Federal Highway Administration.

It is further proposed that this County road be established as a throughway, in accordance with ORS 374.405 through 374.990, and that access to this facility be limited to locations as established by Clackamas County.

It is, therefore, resolved and ordered that pursuant to the authority vested in the Board of County Commissioners of Clackamas County, Oregon, by ORS 368.470 and 373.110, through said Commission, hereby declares its intention to establish County road referred to as Kruse Way as per the attached description, reserving the right to discontinue proceedings, if considered desirable.

It is further ordered that January 20, 1975, at the hour of 10:00 o'clock a.m., in Room 201, County Courthouse, Oregon City, Oregon, be set as the time and place at which the Board will hear objections to and remonstrances against the proposed establishment of said County road, and

It is further ordered that the Director of the Department of Public Works, or a qualified deputy, is hereby ordered to give due and legal notices of said Hearing by posting certified copies of this Resolution, as provided in said Section 368.470, ORS, and that notice be forwarded by mail, postage prepaid, to each record owner of land on or over which the proposed road or portion thereof to be laid out, located and established at the last known post office address of such owner. If the address of such owner be unknown to the person mailing such notice, it is to be mailed to the address given on the latest tax roll in the office of the Tax Collector in said County. If the address is unknown to the person mailing such notice and cannot be ascertained, with reasonable diligence, and cannot be found in said latest tax roll, then such notice is to be addressed to such owner at Lake Oswego, Oregon, and

It is further ordered that the County Clerk cause a Legal notice of this Hearing to be published in the Lake Oswego Review, the Enterprise-Courier and in the Oregonian on January 8, 1975, and

It is further ordered that this Resolution be duly recorded in the Deed Records of Clackamas County, Oregon by the Clerk of Clackamas County immediately upon filing thereof.

Dated this 30th day of December 1974.

Board of County Commissioners
Fred Stefani
Chairman
Robert Schumacher
Commissioner
Thomas D. Telford
Commissioner

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easterly line to the point of beginning.

The CT3 Centerline herein referred to is described as follows:

Beginning at Engineer's Centerline Station CT 85+70.44, said Station being opposite and 5 feet easterly of Engineer's Station C 85+69.24 on said C Centerline, said Station also being 1960.55 feet north and 200.82 feet west of the northwest corner of BONITA MEADOWS, Clackamas County, Oregon; thence south 1°13'39" east 8.36 feet; thence on a spiral curve left (the long chord of which bears south 3°53'39" east) 200 feet; thence on a 716.20 foot radius curve left (the long chord of which bears south 14°47'09.5" east) 138.96 feet to Engineer's Centerline Station CT 89+17.76 equals CT3 89+17.76; thence on a spiral curve left (the chord of which bears south 36°21'23" east) 600 feet; thence south 44°20'40" east 168.76 feet; thence on a 238.73 foot radius curve right (the long chord of which bears south 8°33'05" east) 298.28 feet; thence south 27°14'30" west 257.18 feet to Engineer's Centerline Station CT3 102+41.98 equals 482+29.14 on said County road Centerline, which County road Centerline is described as follows:

Beginning at Engineer's Centerline Station 476+28.32, said Station being 788.78 feet north and 291.17 feet west of the northwest corner of said BONITA MEADOWS; thence south 62°45'30" east 825.22 feet; thence on a spiral curve left (the long chord of which bears south 64+05'30" east) 400 feet to Engineer's Centerline Station 488+53.54.

Bearings are based upon the Oregon-Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 4.45 acres, more or less.

Section 2:

A parcel of land variable in width whose Centerline is described as

Beginning at Engineer's Centerline Station 482+12.32, said Station being 521.47 feet north and 228.06 feet east of the northwest corner of BONITA MEADOWS, Clackamas County, Oregon; thence south 62°45'30" east, 241.22 feet; thence on a spiral curve left (the long chord of which bears south 64°05'30" east), 400 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears south75°15'30" east) 850 feet; thence on a spiral curve left (the long chord of which bears south 86°25'30" east) 400 feet; thence south 87°45'30" east, 1611.72 feet; thence on a spiral curve right (the long chord of which bears south 86°25'30" east) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears south 75°12' east) 855.83 feet to Engineer's Centerline Station 529+71.09; thence on a spiral curve right (the long chord of which bears south 63°58'30" east) 400 feet; thence south 62°38'30" east 1891.66 feet to Engineer's Centerline Station 552+62.75.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Centerline	Width on Southerly Side of Centerline
485+00	497+03.54	85	70
497+03.54	502+00	85	75
502+00	505+00	85 in a straight line to 75	75
505+00	528+75	75	75
528+75	529+10		75 in a straight line to 150
529+40	530+00	150 in a straight line to 75	150 in a straight line to 60
530+00	540+00	75	60

EXCEPT therefrom that property described in that deed to Charlotte Knox, recorded in Book 672, Page 584, Clackamas County Record of Deeds.

A parcel of land lying in Lot 35, Block 6, LAKE GROVE ACREAGE ESTATES, Clackamas County, Oregon; the said parcel being described as follows:

Beginning at the northwest corner of said Lot 35; thence easterly along the northerly line of said Lot 35 to the northeast corner of said Lot 35; thence southerly along the easterly line of said Lot 35, a distance of 35 feet; thence northwesterly in a straight line to the point of beginning.

The parcel of land to which this description applies contains 1050 square feet, more or less.

Publish in Lake Oswego Review
January 9, 1975

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June 16, 1975

Mr. John C. McIntyre
Clackamas County Director of
Public Works
902 Abernethy Road
Oregon City, OR 97045

Attention Mr. Winston Kurth
County Engineer

Re: SW 72nd Ave. Intchge.-SW Boones Ferry
Road Section
FAS 943, "Kruse Way"
Clackamas County

Dear Mr. Kurth:

By letter of June 11 you have called to our attention the fact that the sign near Station 523 shown on Sheet 2J is in error. Bids will be accepted on June 26 and the plans are all out to the perspective bidders. We will make the sign change to "End of 4-lanes" on the construction project.

Very truly yours,

L. W. Rulien
Project Management Engineer

LWR:ljt

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 11, 1975

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Department
Highway Building
Salem, OR 97310

Clackamas County has reviewed the construction plans for the S. W. 72nd Avenue interchange, S. W. Boones Ferry Road section of FAS 943 and requests the following change in regard to the permanent signing plans, as shown on Sheet 2-J of the plans:

> There is a sign proposed at Station 523 that would indicate the end of the expressway to be one-quarter mile. Kruse Way from the So. Tigard Interchange to Boones Ferry Road is not an expressway but rather an urban arterial. Therefore, we request that this sign be changed to "End of 4-Lanes" one-quarter mile.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

JUN 1 3 1975

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

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ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 16, 1975

Mr. L. M. Baker
2200 Crest Drive
Lake Oswego, Oregon 97034

Dear Mr. Baker:

In my letter of May 22 I indicated I would have Mr. F. B. Klaboe, Administrator and State Highway Engineer, review your comments concerning the environmental impact statement for FAS 943 near Lake Oswego.

Inasmuch as you are a plaintiff in legal action being taken against Clackamas County concerning this proposed project, it would seem to be inappropriate to reply at this time. It is my understanding that the points you raised in your letter may be considered in the pending court action.

I have been assured by the Highway Division that any errors or ambiguities that may have occurred in the environmental impact statement were not done with deception in mind, but were the types of oversights which occur in a document of this magnitude.

Sincerely,

Governor

RWS:sb

bcc: Department of Transportation

RECEIVED
STATE HWY ENG
JUN 19 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

COPY

June 11, 1975

The Honorable Robert W. Straub
Governor of Oregon
207 State Capitol
Salem, OR 97310

Dear Governor:

L. M. Baker's Letter
EIS-Kruse Way

The Highway Division has evaluated the content and accuracy of the critical commentary made by Mr. Baker. In three instances (Example 1, 2 and 3) Mr. Baker's citations correctly identify oversights or ambiguities in the final environmental impact statement. While these are unfortunate errors, they are not particularly abnormal given the size and complexity of the document; they do not constitute deception. All examples listed by Mr. Baker are responded to below.

Example 1. Projected Traffic Volumes - Figure 8D

The purpose of including Figures 8C-8E in the environmental statement was to provide reviewers with an overview of traffic volumes on the road network most affected by Kruse Way. The delineated network was not intended to be refined regarding geography and exact street configuration. While some may feel, as does Mr. Baker, that the map is inaccurate and deceiving, the series of three maps satisfactorily portrays what was intended; i.e., a comparative graphic illustration of traffic volumes on the primary road network under the conditions of no-build (Figure 8C), Kruse Way Only (Figure 8D) and All Facilities (Figure 8E).

In a telephone conversation with Mr. Baker, the Highway Division acknowledged an error regarding the estimated traffic volume on Carmen Road. Regretfully, the computer data was not programmed to account for the termination of Carmen Road at Lower Boones Ferry Road. Even the extensive review given the Kruse Way document did not reveal this oversight. A subsequent reevaluation of traffic volumes which accounts for a severed Carmen Road,

indicates that the effect on Kruse Way should be minor. The Highway Division is currently updating traffic volumes for the Tigard-Lake Oswego Subarea and will make any information available to the public upon request. Due to the complexity of the modeling and data requirements, however, new information will not be forthcoming for several months.

Example 2. Page 24

As reported in the Traffic Analysis Appendix (Appendix C, following page C-6), the 1974 Average daily traffic (ADT) volume on Bonita Road was estimated as 4,400. Under the assumption that Kruse Way was operational in 1974, traffic along Bonita Road would be reduced to 2,000 ADT. The estimated reduction of 2,400 vehicles is reflected in Table 8 which follows page 48a in the final statement. The appended traffic data and Table 8 also shows that relative traffic reductions (build versus no-build) would be realized on Bonita Road through 1994; that is, the absolute traffic volume in 1994 is predicted to be higher than that occurring today (4,800 versus 4,400), but without Kruse Way in operation the traffic on Bonita would greatly exceed these volumes.

All of these traffic volume estimates were derived from a computer prediction model which employed statistical regression to simulate trip-making in the Tigard-Lake Oswego Subarea. In the case of Bonita Road, the 1972 ground count reported on page 24 approximates the statistical estimate quite well. Such periodic traffic counts serve, in part, to test the accuracy of statistical predictions.

Admittedly, the phrasing of material on page 24 is somewhat ambiguous. The sentence Mr. Baker has extracted should have read: "This is substantially higher than average daily traffic along Bonita Road predicted to occur with Kruse Way in operation."

The overcrossing Mr. Baker refers to is the Bonita Road overcrossing which has recently been (1974-75) reconstructed to accommodate the six-laning of Interstate 5. East and West Bonita Road have been connected by an older overcrossing structure since 1954. Therefore, in a before and after sense, traffic along Bonita Road attributable to the overcrossing will be unchanged. Apparently, Mr. Baker's familiarity with the project area is deficient.

Example 3. Table 8, Page 49

Regarding Table 8, the error concerning the Carmen Road Intersection basically affects traffic estimates made for the Lower Boones Ferry Road-Fosberg Road section of Carmen Road. Other road sections listed in the table are not affected to a significant degree.

Example 4. Page 64

Under the assumptions of worst case meteorological conditions, the potential for air quality violations at the South Tigard Interchange does exist. Recent discussions with experts in the field indicate the assumptions made in the Kruse Way FEIS with respect to atmospheric stability are extremely conservative (lead to over-predictions). A strong atmospheric inversion could exist in the early morning hours during the late fall which would coincide with morning peak hour traffic yielding elevated pollutant concentrations; however, the assumption of a moderate inversion (Pasquil stability Class E) probably would be more reflective of actual meteorological conditions. Such a stability class would yield lower peak-hour pollutant concentrations than were discussed in the FEIS. The eight-hour predictions for carbon monoxide are very conservative (high). The peak eight-hour traffic period, normally occurring between 11 a.m. and 7 p.m., would be more likely associated with a prolonged period of neutral stability (Class D). Again, much lower pollutant concentrations would result.

It is of extreme importance that the predictions be viewed in proper context. A violation of an air quality standard exists when the standard is exceeded more than once annually. It is highly improper to state that air quality standards in general are being violated continuously near the South Tigard Interchange. Violations of most pollutants will occur only on occasion, and likely to a less degree, than presented in the FEIS. Further, the Lewis Elementary School is not located at the South Tigard Interchange. The school site is in the northwest quadrant of the 72nd Avenue Interchange and will not be continuously subject to air quality violations. The potential for violations of the eight-hour carbon monoxide standard does exist near the school but the frequency of occurrence is very low.

Example 5.

The 20,000 ADT estimate referenced by Mr. Baker is actually 21,600 as acknowledged in a letter written to the Highway Division by DEQ and dated February 14, 1975. This volume represented the

first estimate made by the Highway Division and assumed 1987 as the 10th year after construction of Kruse Way. The estimate was informally discussed with DEQ on February 7, 1975, and it was not intended to become the final word. During the ensuing two weeks (following February 7), the Division reevaluated its initial estimate and found it too high for several reasons:

1. It assumed the wrong year for the 10th year after construction (should have been 1986).

2. It was derived from the highest 1994 traffic volume estimate obtained for the Kruse Way Facility (28,200 ADT between the South Tigard Interchange and Carmen Drive).

3. It did not reflect downward economic conditions, increased transit service, increased transportation costs or revised land-use plans which will lower trip making in the Tigard-Lake Oswego Subarea (this was unknown at the time of the study).

Largely on the basis of the above considerations, the Division recalculated 10th year traffic volumes using more conservative, but in light of the above, more reasonable assumptions. The new calculations resulted in the lower figure of 18,100 ADT. A formal transmittal of the 10th year estimate was made to DEQ on February 24, 1975.

Examples 6-9.

Regarding example 6, the Highway Division is unaware of any emission standards which were to be imposed after 1977, much less the postponement, indefinitely, of such standards. The 1977 standards may be postponed until 1982, but in any case all vehicles manufactured after that year must continue to meet the same standard. It is also incorrect to generalize that the auto replacement rate is impossible to predict. As in the case of traffic volumes, electrical energy demands and population forecasts, among thousands of other items in our society, certain historical trends exist which can be statistically estimated.

Example 7 is entirely erroneous. The 1974 auto emission standards are identical to those for 1973. The Lake Grove Elementary School is not located at or near the Kruse Way-Boones Ferry Road Intersection. The construction of Kruse Way would have little, if any, effect on air quality at the school (example 8).

There was nothing convenient about the selection of the SSE (example 9). It was chosen since it is the direction which most often coincides with low wind speeds.

As acknowledged in the above responses, there are several instances in the Kruse Way Final Environmental Impact Statement where the presented information was mistaken or ambiguous. These oversights are unfortunate but relatively minor considering the magnitude of the document. The investigation of Mr. Baker's comments did reveal that two of the cited examples (4 and 8) are misleading. Hopefully, this memorandum explains the Highway Division's position relative to Mr. Baker's introductory remarks and discloses that the Division is open and responsive to critical public commentary.

Attached is a suggested reply to Mr. Baker for your signature indicating no reply to the comments by Mr. Baker in view of pending court action.

Sincerely,

George M. Baldwin
Director of Transportation

Attachment

cc: The Honorable Roger Martin (w/att.)

bc: A. A. Johnson
R. L. Schroeder
Walt Barrie
Gary Potter

CG:sz dn

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 22, 1975

L.M. Baker
2200 Crest Drive
Lake Oswego, Oregon 97034

Dear Mr. Baker:

Apparently my last letter to you was written on the same day that you prepared your letter to the President's Council on Environmental Quality citing your objections to the final environmental impact statement on FAS 943 near Lake Oswego.

Your letter to the Council seems to me to be a reasonable and well organized document. I have taken the liberty of forwarding it to Mr. Fred Klaboe, Director of the State Highway Division, and I have asked him to prepare, point by point, responses to your comments. That response may require some time and I hope that you will be patient.

Sincerely,

Governor

RWS:tw

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Trump.
6-5

Lake Oswego, Ore
May 15, 1975

Governor Bob Straub
Office of the Governor,
Salem, Ore 97310

Dear Governor Straub:

Thank you for your kind reply to my letter regarding Kruse Way in Clackamas County. However, your implicit approval based upon endorsement by all federal agencies leaves me with an empty feeling, remembering that all federal agencies involved gave the same unqualified endorsement to actions that resulted in the Bay of Pigs and the Gulf of Tonkin Resolution.

I am enclosing a copy of my objections to the Environmental Impact Statement and to Kruse Way that was sent to the Presidents Council on Environmental Quality.

From your viewpoints as expressed by the media, I have formulated the opinion that you to prefer to view each issue on its merit, or lack thereof, as the case may be. I beg you to examine Kruse Way in this light. As a long time resident of Lake Oswego, I can assure you this is, and always has been a political issue

Office of the Governor,
Salem, Ore 97310

Dear Governor Straub:

Thank you for your kind reply to my letter regarding Kruse Way in Clackamas County. However, your implicit approval based upon endorsement by all federal agencies leaves me with an empty feeling, remembering that all federal agencies involved gave the same unqualified endorsement to actions that resulted in the Bay of Pigs and the Gulf of Tonkin Resolution.

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From your viewpoints as expressed by the media, I have formulated the opinion that you to prefer to view each issue on its merit, or lack thereof, as the case may be. I beg you to examine Kruse Way in this light. As a long time resident of Lake Oswego, I can assure you this is, and always has been, a political issue and in no way a transportation problem.

(over)

The problem originated with John McIntyre, Director of Public Works in Clackamas County, who lives in Mountain Park in Lake Oswego. Kerr Road, that borders Mountain Park, is the logical connector between Lake Oswego and I-5, and as such, has been seeing increasingly heavy traffic, especially since it was widened and improved to accommodate the College traffic at the north end, and tied into Lasser and Fosberg Roads to provide a southern access. An examination of the arterial networks in that area immediately reveals that a slight improvement in the Kerr Road - Country Club Road - Boones Ferry Road Intersection may be required to eliminate any need for Kruse Way. The residents of Mountain Park know this. Mr. McIntyre is on record as requesting Lake Oswego City Council approval of Kruse Way in order to get "Mountain Park off my back." This is typical Clackamas County politics.

Kruse Way will have a major impact on Lake Oswego, similial to the impact of the Mt. Hood freeway on southeast Portland. Yet no public body will permit public discussion of Kruse Way. Any attempt at local land use control by citizen input is effectively discouraged by local officials who are commerce-oriented.

I request your assistance in obtaining a new and factual EIS on Kruse Way.

Lake Oswego. Next Road, that borders Mountain Park, is the logical connector between Lake Oswego and I-5, and as such, has been seeing increasingly heavy traffic, especially since it was widened and improved to accommodate the College traffic at the north end, and tied into Lasser and Fosberg Roads to provide a southern access. An examination of the arterial networks in that area immediately reveals that a slight improvement in the Kerr Road - Country Club Road - Boones Ferry Road Intersection may be required to eliminate any need for Kruse Way. The residents of Mountain Park know this. Mr. McIntyre is on record as requesting Lake Oswego City Council approval of Kruse Way in order to get "Mountain Park off my back." This is typical Clackamas County politics.

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I request your assistance in obtaining a new and factual EIS on Kruse Way.

Respectfully,

L.M. Baker

L.M. Baker
2200 Crest Dr.
Lake Oswego, Ore 97034

April 28. 1975

Presidents Council on Environmental Quality
722 Jackson Place N. W.
Washington, D. C. 20006

Re: FAS 943, Clackamas County, Oregon

Gentlemen:

This letter is an objection to the errors, misinformation, mistakes, bias, obfuscation and material omission of relevant facts pertaining to the Final Environmental Impact Statement of FAS 943 (Kruse Way) proposed near Lake Oswego, in Clackamas County, Oregon.

It is not within the scope of this letter to discuss whether Kruse Way should be constructed, as it is proposed. Obviously, the writer believes there are two or more viable alternatives that have been studiously avoided in the EIS. In the interest of brevity, I shall attempt to bring out only a few of the points that will illustrate the high level of incompetency achieved in this work. To review all the mistakes would require five or more pages, so only the highlights will be touched upon.

EXAMPLE 1. Projected Traffic Volumes
Figure 8D.

(a) Southwest Waluga Drive does not intersect Lower Boone's Ferry Road at the point shown.

(b) Quarry Road, a major connector between Lower Boone's Ferry and Carman Road is not shown.

(c) The Carman Road intersection with Lower Boone's Ferry Road shows a present traffic count of 2400 vehicles daily. This intersection is in fact a 40-foot bank.

The foregoing suggests that the author of this report has never seen the area under discussion.

EXAMPLE 2. Page 24.

(a) The thrust behind Kruse Way is to relieve the traffic "congestion" on Bonita Road, which has a design capacity of 6500 ADT's. Nowhere in the EIS is the present traffic volume on Bonita Road shown. The report admits that the 4,250 ADT's estimated from a one day survey is "substantially higher than average daily traffic along Bonita

Road". Are ADT's computed on a one-day count?

(b) Kruse Way is offered as a solution to lower ADT's on Bonita a new overcrossing over I-5 is nearly finished that will connect East Bonita Road to West Bonita Road, Tigard, and Pacific Hiway 99W. This is not noted in the EIS. Now instead of connecting only to I-5, after the overcrossing is completed, Bonita Road will connect to even more arterials and expressways. Under these conditions, reduced traffic on Bonita Road is difficult to accept.

EXAMPLE 3. Table 8, Page 49.

Any traffic count on Carman Drive and related connectors is of dubious value because no intersection between Carman Drive and Boone's Ferry Road exists.

EXAMPLE 4. Page 64.

(a) The air quality standards are currently being violated at the South Tigard Interchange. The EIS makes no mention of the Lewis Elementary School at this location where the air quality violations are occurring continuously.

EXAMPLE 5. Page 64.

The Oregon Department of Transportation arbitrarily lowered the ADT's from 20,000 to 18,200 in order to remove the DEQ from any responsibility in this matter. See the minutes of the 66th meeting of the Oregon EQC in Eugene, February, 1975.

EXAMPLE 6. Table 13. Page 59.

This table, and Figure 8G, are invalid because auto emission standard beyond 1977 have been indefinitely postponed. Further, the auto replacement rate is impossible to predict.

EXAMPLE 7. Table 15, Page 63.

A material fact has been omitted from this table because it would cast doubt upon the accuracy of future predictions. The 1974 auto emission standards were not provided because they would show regression from 1973 standards.

EXAMPLE 8, Page 65.

In discussion of the air quality projected at the intersection of Kruse Way and Boone's Ferry Road, no mention is made of another sensitive receptor site. The Lake Grove Elementary School is located there. In addition, no ambient air quality samples were taken here from which to predict a base.

EXAMPLE 9. Figure 8H.

> Conveniently shows a SSE Wind. A Wind from any northerly direction would place the mass of contaminated air squarely in the Lake Grove School playground, just as it is currently at the South Tigard Interchange and the Lewis Elementary School

The foregoing examples suggest incompetency at best, and duplicity and deceit at worst. The attitude apparently is that the EIS is a necessary evil to be disposed of as expeditiously as possible prior to construction, and accuracy is not required. This is not unexpected where an agency is self-supervising, as the highway department prepares it's own EIS.

The dozen families living along Bonita Road, a minor connector, are experiencing nothing more than any other similiar residents along any other connector experience due to increased traffic flow. Yet they have assumed political "clout" extending, according to the local newspapers, up to the U. S. Senate, and to the House Ways and Means Committee. The tragedy is that, after the Bonita Road overcrossing is built, and after the damage has been done by constructing Kruse Way, they will only then realize they have been used as a ploy.

Respectfully.

L. M. Baker

L. M. Baker

L. M. Baker
2200 Crest Drive
Lake Oswego, Oregon 97034

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 28, 1975

863 S
1283 S

Mr. L. M. Baker
2200 Crest Drive
Lake Oswego, OR 97034

Dear Mr. Baker:

Thank you for your letter concerning the proposed Kruse Way project.

It is my understanding that this project has been in various development stages for approximately eight years and has been endorsed by all governmental agencies involved. The final environmental impact statement for Kruse Way has been transmitted to Washington, D. C., for approval by the appropriate federal agencies.

Any comments which you may have concerning this statement should be addressed to the President's Council on Environmental Quality, 722 Jackson Place, NW, Washington, D. C., 20006, no later than May 22, 1975.

Sincerely,

Governor

RWS:sy

bcc: Department of Transportation

RECEIVED
STATE HWY ENGR
APR 30'75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

COPY

MARY STEPHENS

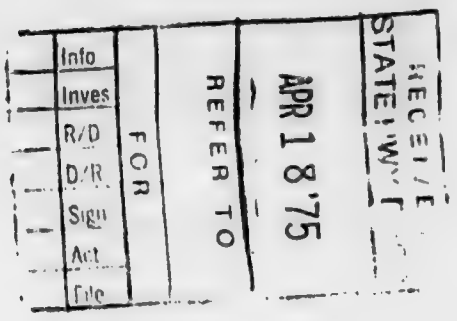
00082
4-17

Please prepare ~~draft~~ reply
for Governor's signature
by 4-29
Thank you.

L.M. Baker
2200 First Drive
Lake Oswego, Ore
97034

April 14, 1975

Governor Bob Straub.
State Capitol Bldg.
Salem, Ore. 97310



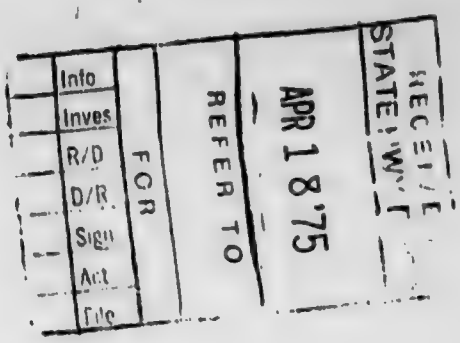
Dear Governor Straub:

Enclosed are 2 letters printed in the Lake Oswego Review regarding a local land use - traffic impact problem called "Kruse Way" (FAS 943). I authored the long one. A Mrs. Peggy Smith touched upon a less well publicized reason for highway department pressure for the project.

One real issue at stake here is whether the Environmental Impact Statement (EIS) is to be a cover to justify any and all highway construction projects, or whether it is to be a meaningful document illustrating that the agencies concerned have fully considered all aspects of the proposed project. The existing EIS on Kruse Way can best be labeled fiction. In the interest of brevity, I am also enclosing a copy of a diagram taken from the EIS showing 4 mistakes that strongly suggest ODOT personnel have not even seen the area, let alone taking traffic counts.

D.O.T. letter dtd 4/18/75
EJ
p10

Governor Bob Straub.
State Capitol Bldg.
Salem, Ore. 97310



Dear Governor Straub:

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One real issue at stake here is whether the Environmental Impact Statement (EIS) is to be a cover to justify any and all highway construction projects, or whether it is to be a meaningful document illustrating that the agencies concerned have fully considered all aspects of the proposed project. The existing EIS on Kruse Way can best be labeled fiction. In the interest of brevity, I am also enclosing a copy of a diagram taken from the EIS showing 4 mistakes that strongly suggest ODOT personnel have not even seen the area, let alone taking traffic counts.

The EIS represents a considerable investment of time and money. The Kruse Way EIS is one of the first prepared, and if it represents the quality of future

D.O.T. letter dtd 4/18/75
EJ
RD

impact statements to be prepared by ODOT, the money is wasted, and any hearings on the EIS are wasted time and efforts.

I have discussed Kruse Way and the DEO objections with Mr Cannon of the DEO. He has been most generous and pleasant. However, traffic count juggling by the highway department has removed the DEO from any responsibility.

I realize that your administration has inherited an employment problem. However, Kruse Way, as proposed, would create major problems for Lake Oswego in the long run. I respectfully request that your administration direct ODOT to re-examine Kruse Way with an eye to other alternatives to an expressway.

Cordially,
L.M. Baker

Encl: (3)
L.M. Baker
2200 Crest Dr
Lake Oswego, Ore 97034

ROBERT W. STRAUB
GOVERNOR

Harold F. Brauner
~~ARNOLD KOGAN~~
Director

LAND CONSERVATION AND DEVELOPMENT COMMISSION

L. B. DAY
Chairman

STEVEN SCHELL
Vice Chairman

DOROTHY ANDERSON
ALBERT BULLIER, JR.
RICHARD GERVAIS
DR. PAUL RUDY
JAMES SMART

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

1175 COURT STREET N.E. • SALEM, OREGON • 97310 • (503) 378-4926

cys: Klaboe
Royse
3-27

March 19, 1975

Mr. L.M. Baker
2200 Crest Drive
Lake Oswego, Oregon 97034

NOTED
F. B. KLABOE

Dear Mr. Baker:

L.B. Day has asked me to respond to your letter of February 3rd concerning the proposed "Kruse Way." We have contacted the Environmental Section in the Department of Transportation concerning the status of the Environmental Impact Statement (EIS) on the proposed expressway. They advised us that the draft final EIS has been distributed to affected agencies for their review and comment, prior to broad public distribution. After their review is completed, the final EIS will be distributed for comment to all those persons who commented on the earlier draft EIS. If you are not on this list, you should contact the Environmental Section of the State Highway Division, Highway Building, Salem 97310 to obtain a copy. The public comments will be submitted to the Council on Environmental Quality for their final determination on the environment impact of the project.

RECEIVED
STATE HWY ENGR
MAR 27 '75
REFER TO
GG
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The Department of Environmental Quality (DEQ) is reviewing the draft final EIS and has some significant concerns about air quality impact of the proposed project. You may wish to direct your questions and concerns about Kruse Way's impact on air quality to the Department of Environmental Quality. Carl Simons is reviewing the project for the Air Quality Division of DEQ and he can be reached at 229-5293 or at the DEQ offices, 1234 SW Morrison Street, Portland, 97205.

1 Schroeder 3/27

We have also spoken with the Columbia Region Association of Governments and with the Clackamas County Department of Public Works about the status of the project. The "Kruse Way" project is consistent with CRAG's proposed plan and is included in the Clackamas

County comprehensive plan. The county has completed its hearings on the project and is awaiting final action on the EIS by the Council on Environmental Quality.

The project is in an advanced stage, however, we would still strongly recommend that you express your concerns regarding both the public hearing processes and the impacts of Kruse Way to the officials at both the local and state level. I feel sure that they will do their best to act on your concerns.

If we can be of any further assistance, please do not hesitate to let us know. I hope some of these suggested contacts will be of help to you.

Sincerely,

Harold F. Brauner
Director

HB:cn

cc: Carl Simons, DEQ
Mayor of Lake Oswego
Chairman of Board of Commissioners,
Clackamas County
Geo Baldwin, DOT

RECEIVED
MAR 26 1975
OFFICE
DIRECTOR of TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention of Mr. John McIntyre, Director of Public Works

Request No. (assigned by staff engineer or head of division) CC 1495

Date June 13, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $29,700.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Right-of-Way for the S. Tigard Interchange-Lower Boones Ferry Road, Kruse Way FAS 943 Covered by Financial and Construction Agreement dated September 30, 1969 and Right-of-Way Agreement dated June 4, 1975	$22,700.00	
		To be retained	$ 7,000.00	

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $29,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

503-1996-297

Submitted by:

Harold Reynoldson, Rural Program Eng.

Approved:

Robert H. Prange, Rural Eng.
Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

DEPARTMENT OF TRANSPORTATION

June 11, 1975

Adele Egan
Right of Way Branch

C. W. Head
Commission Services

File 44393

MISC. CONTRACTS and
AGREEMENTS No. 5336

Attached for further handling are two fully executed copies of Right of Way Services Agreement with Clackamas County covering the South Tigard Interchange-Boones Ferry Road Section of Kruse Way.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

jm

Att.

R/W-Fas 943
Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 11, 1975

Transfer advance Deposit
cc 1495

Mr. Robert Prang
Project Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

Enclosed please find Clackamas County's check in the amount of $29,700.00, which covers the County's financial participation for the right-of-way acquisition on Kruse Way pursuant to the FAS contract previously executed.

JOHN C. McINTYRE - Director of Public Works
By Winston W. Kurth
WINSTON W. KURTH - County Engineer

RECEIVED
COUNTY & CITY [illegible]
Jun 12 [illegible]
ENGR. COOR. AE UE
UPE CE RE RPE

/mak

RECEIVED
OSHD FINANCE BRANCH
Check: 13657 Amt. $29,700.00
By C C Haverland Date 6-12-75
For R/W for FAS 943

Enclosure: Check No. 13657

Copy to:- J. B. Boyd - R/W
Ken Rolfe - Reg I
Dick Hacek - Fin.
S. Zigard Interchange - Boones Ferry Rd Letter

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

8561 FORM E-30

R

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE June 10, 1975

TO J.B. Boyd
Right of Way Engineer

ATTENTION: John R. Oakes
Asst. R/W Engineer

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Project Status of Kruse Way .

Of the seven files on this project, the following three files have been optioned:

44393-C	Knox
44393-D	DECO Corp.
44393-F	Stensrud (Lindstrom)

These three files have been approved by County Engineer Winston Kurth and are being submitted to the County Court for their approval.

The following four files have been recommended for condemnation:

44393-A	Brigham Young University, R/C submitted 5/27/75
44393-B	Kruse, R/C submitted 5/28/75
44393-E	Sayler (White & Martin), R/C submitted 5/28/75
44531-27 & -28	Lake Grove Garden Center, R/C submitted 5/27/75

The final letters of offer were hand-carried from Salem to Oregon City on June 9th for signing by Assistant District Attorney Rich Crist. He was not in the office on the 9th, so we had them signed at 9:00 AM, June 10th and hand-carried the certified letters to the post office at that time.

RECEIVED JUN 1975

cc Schroeder

To meet our June 30th deadline, it is my understanding Armand Riveness will have the complaints prepared so we can hand-deliver them to Rich Crist on the morning of June 30th for his signature and filing. Adele Egan is going to alert Finance so we can pick up the checks for these four files to deliver to Crist at the same time, so he can have the money deposited into Court.

As I see it, this is all we can do from this end to expedite this matter. If you see any hang-ups, please advise.

At this time, the only additional file with the possibility of optioning would be the Lake Grove Garden Center.

KR:sdl

CC: Armand Riveness
Adele Egan

8261

R

PRO 6-2

June 6, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT S. Tigard Intchge.-Boones Ferry Road Section
Oregon Project No. SU-592(3)

We are forwarding four copies of a project agreement and three copies of the project agreement estimate for the subject project. Three copies of the project agreement have been signed by a highway official.

The project agreement estimate is based on estimated unit costs at this time to expedite the project agreement to prevent the lapse of secondary funds. A modified project agreement will be executed after the award date to reflect the actual unit bids.

The specifications and proposal contain certifications conforming to FHPM 6-4-1.1 in regard to nonsegragated facilities.

DES:ljt

Att.

8261

U. S. DEPARTMENT OF TRANSPORTAT | FEDERAL HIGHWAY ADMINISTRATION

6-4-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-5(66)293
I-466(13) & SU 592(5)

STATE PROJECT NO.
SW. 72nd Ave. Interchange-
SW. Boones Ferry Road

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-831, S-1128, and II-191

COUNTY NAME
Clackamas and Washington

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 23 '75
REFER TO
FOR
Info | Insp | B/D | O/R | Sec | Att | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
June 4, 1975	June 4, 1975	Various	Various

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:

Grade, drain, and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] OTHER (Specify)

Permanent Pavement Striping	$1,000
Stage Const. Striping	500
Temporary Erosion Control	2,500
On the Job Training	2,400

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's June 2, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

7-24-75
ORIGINAL TO
L.W. Rulien
W/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-4-75	C. Rittenhandt for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Transaction Number 6-47

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-2-75

BY (Signature): L. W. Pulien's May 21, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 191 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
191	US-466(13)	0.45	196,000	153,200	72nd Avenue Interchange - South Tigard Interchange Washington County State of Oregon	Grade, drain, high type pavement and sign

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 3 '75
REFER TO
FOR
INFORMATION

REMARKS (Division)

RECEIVED
JUN 3 1975
OFFICE OF
[illegible]

6-3-75
ORIGINAL TO
L.W. Pulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-2-75	C. L. Orton, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds or shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA 1 PR-48 (Rev. 8-71)

GPO 915-690

Clut-fm-943

Transaction Number 6-46

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	6-2-75

BY (Signature): L. W. Rulien's May 23, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1131 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
1131	SU-592(3)	1.3	1,400,000	1,094,600	South Tigard Interchange Boones Ferry Road Clackamas County State of Oregon	Grade, drain, high type pavement, signs and traffic signals

RECEIVED
COUNTY & CITY SECTION
JUN 3 1975
☒ ENGR. ☐ COOR. ☒ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-2-75	C R Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BUR

MONTHLY TRANSACTION NO. 6-46

DATE SUBMITTED TO H. Q. JUN 3 1975

FORM PR-1 (REV. 4-61) 5-23-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2 | REPORT NUMBER: 1 (19)(20) | PROJECT LOCATION (45 typewriter spaces): Co.Rd., S. Tigard Int. (I-5) to E. 1.3 mi. 21 68 | ADT | PRESENT: - - | FUTURE: 12,500 (66)(70) | YEAR: 95 (71)(72) | REGION: 10 | STATE NAME: Oregon | ST CO (2)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr, dr, H.T. pave, Signs & Traf. Signals 26 32 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. A-1 (72)(73) | PL. AUTH YR (74)(76) | PROJECT NUMBER: PREFIX LETTER(S) SU- 14 23 | NUMBER 592 7 | SEQ (

C/ | CLASS OF FEDERAL FUNDS: Secondary | COUNTY NAME: Clackamas | CODE 005 (14)(16)

NAME OF URBAN AREA: Portland 17-31 C25 | ROUTE NO. S | FEDERAL-AID 943 (32) | STATE Co.Rd. (36)(37) | U.S. - - (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(54)	(55)		(59)	(60)	(61)		(62)	(63)	(67)		
1	(1415)	(16)	41	42	43 46	53	Co.Rd., S. Tigard Intchge. (I-5) to E. 1.3 miles					
5					PE							
5					ROW		"S. Tigard Interchange-Boones Ferry Rd. Sec."					
5	30		3		CONST (CODE) 6204 Y002 Y031	3		1.3	1,400,000	1,094,600	152,700	152,700 (Co.)
							PROJECT TOTALS	1.3	1,400,000	1,094,600	152,700	152,700

(16) (22)(24) (23)

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

JUN 2 1975

FHWA OREGON DIVISION

REMARKS
Additional Data: See Items S-1128
Projects SU-592

-O

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-46

JUN 2 1975

FORM PR-1 (REV. 4-61)

5-23-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., S. Tigard Int. (I-5) to E. 1.3 mi.	ADT	--	12,500	95	10	Oregon	41	022	1131

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T Projects Only POST MI.	DESIG.
e, Signs & Traf. Signals						A-1		SU-	592	(3)		

Secondary

Portland

C25

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. S — FEDERAL-AID: 943 — STATE: Co.Rd. — U.S.: -- — PROGRAM STAGE: ___ 1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co.Rd., S. Tigard Intchge. (I-5) to E. 1.3 miles						Gr, cr, H.T. pave, 68' curbed roadway section for 4 - 12' lanes, 14' median, 8' sidewalk/bikeway on left, signing and traffic signals
ROW		"S. Tigard Interchange-Boones Ferry Rd. Sec."						
CONST (CODE) 3204 Y002 Y031	3		1.3	1,400,000	1,094,600	152,700	152,700 (Co.)	ROW - 120' min.; Access Control-partial; Parking Restrictions-complete.
		PROJECT TOTALS	1.3	1,400,000	1,094,600	152,700	152,700	

REMARKS

Additional Data: See Items S-1128 and 1130; Projects SU-592(1) & (2).

APPROVAL DATES

1975

EGON DIVISION

-over-

USCOMM DUSCOMM-DC 48905-P61

S. TIGARD INTERCHANGE-BOONES FERRY RD. SECTION

PROJECT NO. SU-592(3)

Project Data: Work under this project consists of grade, drain and high type pavement for 68-foot curbed roadway consisting of 4 - 12-foot travel lanes, 14-foot raised median, 2-foot shy distance to curbs and 8-foot sidewalk-bikeway on the left. Provide left turn lanes at Carman Drive and westbound left turn lane at S. Tigard Interchange.

Installation of traffic signals at the intersections of Boones Ferry Rd. and at Carman Drive, signing and landscaping.

Data for PR-37:

Type Code 6204 -	$1,271,000
Type Code Y002 -	68,000
Type Code Y031 -	91,000

Note: (1) Construction will be accomplished under a contract called "S.W. 72nd Ave.-S.W. Boones Ferry Rd. Section", which involves work on two other federal aid projects US-466(13) and I-5-5(66)293.

(2) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) This project is in Congressional District No. 1.

3341

P.J 6-2

Robert W. Straub
xxxxxxxxxxx

June 2, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT SW 72nd Ave. to SW Boones Ferry Rd. Sec.
Project Nos. SU-592(3), US-466(13) and
I-5-5(66)293

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above-mentioned project.

The restriction involves the right-of-way for the county road section of the contract, Project No. SU-592(3), S. Tigard Interchange-Boones Ferry Road Section. We expect to have possession or right-of-entry by July 10, 1975. See right-of-way status report.

By advertising on June 5, 1975, receiving bids on June 26, 1975 and additional bid processing time will allow the State to award the project by July 7, 1975. We will hold the award of contract until the right-of-way is clear (from July 7 to July 10 or about 3 days). A minimal delay of this length of time will have no effect on the contractor's work plan or on the completion of the project within his allotted time. We feel it is not practical to try to have the contractor work on part of the project, but by advertising as planned, a great deal of work can be done this construction season and many additional jobs will be created to alleviate the unemployment problem in the State of Oregon.

The secondary funds involved in this contract will lapse if they are not obligated in a project agreement before July 1, 1975; therefore, it is imperative that we advertise and receive bids by the dates outlined above. A project agreement will be executed using the bid prices received June 26, 1975.

The contract specifications will contain the restrictive clause required in FHPM 6-4-1-6, paragraph 7h, that the contract will not be awarded until July 10, 1975 or until the right-of-way is clear.

DAR:bb
cc: F. B. Klaboe
E. S. Hunter
John Oakes
J. H. Versteeg
C. G. Swenson
D. E. Swan

K/W
FAS 943
Clack Co

Robert W. Straub

May 29, 1975

Board of Commissioners
Clackamas County
Courthouse
Eighth and Main Streets
Oregon City, Oregon 97045

Attention: Mr. John McIntyre, Director
Department of Public Works

Dear Mr. McIntyre:

Enclosed are two copies of an agreement in connection with the purchase of the right-of-way and the construction of the South Tigard Interchange-Lower Boones Ferry Road portion of the S. W. 72nd Avenue-Lower Boones Ferry Road section on Kruse Way, FAS 943.

This agreement covers, among other things, state and county participation of costs and provides for advance deposit to be made by the county based on the right-of-way estimate and for the construction after the low bid has been determined and prior to awarding of a contract. The advance deposit for the construction will be based upon the low bid received plus 12-1/2 percent for engineering and contingencies.

This agreement supersedes the right-of-way agreement the county signed in March 1972.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. Following approval of the Transportation Commission a fully-executed copy will be returned for your records.

Also enclosed are two copies of the right-of-way certificate for this project. When the right-of-way is clear, would you please have the Commissioners sign the certificates and return one copy to this office.

☐ UE

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

We are also requesting that you submit the county's 11 percent share of the estimated cost of the right-of-way at this time. We have increased the estimate costs to the amount of $270,000 to cover any unforeseen right-of-way costs. Please send your check or warrant in the amount of $29,700 to this office payable to the Oregon State Highway Division and FORWARD IT TO County-City Unit, 203 State Highway Building, Salem, Oregon 97310.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

Enclosure

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7361 5-23-75 R

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

SU-592(1)

STATE PROJECT NO.

South Tigard Interchange-Boones Ferry Road

FROM.	PROGRAM NO.	COUNTY NAME
G. L. Green, Division Engineer Salem, Oregon	ITEM NO. S-1128	Clackamas PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

STATE HWY ENG.
MAY 23 '75
REFER TO
FOR
Info. Invest. R/W Disp. Sign Ass't.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	May 23, 1975	Secondary Route 943	County Road

GENERAL LOCATION:

County Road - South Tigard Interchange (I-5) East 1.4 miles

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's May 15, 1975 letter you are authorized to proceed with actual acquisition of right of way as programed.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Rulien TA
5-27-75

R/W

STATE HWY ENG.
MAY 23 '75
REFER TO
FOR
Info. Invest. R/W Disp. Sign Ass't.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-23-75	C. R. Burglund for	Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) MAY BE USED

8261

PRO 6-2

May 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. SU-592(3)

We are submitting program documents for one Secondary project, Item No. 1131, Project No. SU-592(3), "S. Tigard Interchange-Boones Ferry Road Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids on this project, which is a portion of "S.W. 72nd Ave. Interch.-S.W. Boones Ferry Rd. Section", on June 19, 1975.

Copies of State and District 2 Clearinghouse A-95 review letters of approval have been previously submitted under Project No. SU-592(1).

CL:js

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

5-23-75

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
2	REPORT NUMBER (10)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–66): Co.Rd., S. Tigard Int. (I-5) to E. 1.3 mi.	ADT	PRESENT: - -	FUTURE (66): 12,500	YEAR (70)(71): 95	REGION (72): 10	STATE NAME: Oregon	ST CO (23)					
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (29–62): Gr, dr, H.T. pave, Signs & Traf. Signals	NATL. FOREST (63)(65):	FH ROUTE NO. (66)(68):	SUPV AGCY (69):	DA CLASSIF. (70):	DA AREA (71):	EMERG. YR. (72)(73):	PL. AUTH YR (74)(76):	PROJECT NUMBER — PREFIX LETTER(S) (14–16): SU-	NUMBER (17–23): 592	SEQ (24): (			
	CLASS OF FEDERAL FUNDS: Secondary						COUNTY NAME: Clackamas		CODE (114)(116): 005					
	NAME OF URBAN AREA (17-31): Portland						ROUTE NO.: S	FEDERAL-AID (32): 943	STATE (36)(37): Co.Rd.	U.S. (41): - -				

CARD 5	LINE NO. (1–4)(5)	CHANGE CODE (15)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description) (54–58)	MILES (59–66)	TOTAL ESTIMATED COST (67–70)	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1													
5					PE		Co.Rd., S. Tigard Intchge. (I-5) to E. 1.3 miles						Gr, 68 sect lane 8' s on traf
5					ROW		"S. Tigard Interchange-Boones Ferry Rd. Sec."						ROW Acce pa Park co
5					CONST (CODE) 6204 Y002 Y031			1.3	1,400,000	1,094,600	152,700	152,700 (Co.)	
							PROJECT TOTALS	1.3	1,400,000	1,094,600	152,700	152,700	

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: See Items S-1128 an Projects SU-592(1)

-over

Usco

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-23-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., S. Tigard Int. (I-5) to E. 1.3 mi.	ADT	- -	12,500	95	10	Oregon	41	022	1131
			(66) (70)	(71) (72)			(2) (3)	(4) (9) (14) (18)	

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			T. Projects Only	
								PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
, Signs & Traf. Signals								SU-	592	(3)		
	(63) (68)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Clackamas	005	
		(14) (16)	
Portland	ROUTE NO. S / FEDERAL-AID 943 (32) / STATE Co.Rd. (36)(37) / U.S. - - (41)		[ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		(46) (53)	(54) (58)	(59) (66)	(67) (76)			
E		Co.Rd., S. Tigard Intchge. (I-5) to E. 1.3 miles						Gr, dr, H.T. pave, 68' curbed roadway section for 4 - 12' lanes, 14' median, 8' sidewalk/bikeway on left, signing and traffic signals
OW		"S. Tigard Interchange-Boones Ferry Rd. Sec."						
NST (DE) 04 02 1			1.3	1,400,000	1,094,600	152,700	152,700 (Co.)	ROW - 120' min.; Access Control-partial; Parking Restrictions-complete.
		PROJECT TOTALS	1.3	1,400,000	1,094,600	152,700	152,700	
				(10) (23)	(24) (33)			

OVAL DATES

REMARKS

Additional Data: See Items S-1128 and 1130; Projects SU-592(1) & (2).

-over-

USCOMM DUSCOM-DC 46803-P61

S. TIGARD INTERCHANGE-BOONES FERRY RD. SECTION

PROJECT NO. SU-592(3)

Project Data: Work under this project consists of grade, drain and high type pavement for 68-foot curbed roadway consisting of 4 - 12-foot travel lanes, 14-foot raised median, 2-foot shy distance to curbs and 8-foot sidewalk-bikeway on the left. Provide left turn lanes at Carman Drive and westbound left turn lane at S. Tigard Interchange.

Installation of traffic signals at the intersections of Boones Ferry Rd. and at Carman Drive, signing and landscaping.

Data for PR-37:

Type Code 6204 -	$1,271,000
Type Code Y002 -	68,000
Type Code Y031 -	91,000

Note: (1) Construction will be accomplished under a contract called "S.W. 72nd Ave.-S.W. Boones Ferry Rd. Section", which involves work on two other federal aid projects US-466(13) and I-5-5(66)293.

(2) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) This project is in Congressional District No. 1.

Jan. 943
Clack Co

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SU-592(1)

STATE PROJECT NO.: South Tigard Interchange-Boones Ferry Road

FROM: G. L. Green, Division Engineer, Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Clackamas

ITEM NO.: S-1128

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	May 23, 1975	Secondary Route 943	County Road

GENERAL LOCATION:

County Road - South Tigard Interchange (I-5) East 1.4 miles

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's May 15, 1975 letter you are authorized to proceed with actual acquisition of right of way as programed.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
COUNTY & CITY SECTION
MAY 27 1975
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
MAY 27 1975
☑ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-23-75		Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

2561

R

~~PRO 6-2~~

May 23, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project:

Item No.	Project No.	Section Name & PNRS No.
1131	SU-592(3)	S. Tigard Interch.-Boones Ferry Rd. (Enclosed is a copy of the State Clearinghouse approval dated March 10, 1970)

Enc.

CL:js

cc: D. E. Swan
J. L. Gaither

FORM 01 734 10-70

fas 943
R/W
Clack Co

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 22, 1975

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Ken Rolfe
Right of Way Supervisor

SUBJECT: File 44393
S. Tigard Int.-S.W.
Boones Ferry Rd. Sec.
Clack. Co. Road
Clackamas County

Attached you will find one retyped option form in sextuplet covering right of way to be acquired in connection with South Tigard Interchange Southwest Boones Ferry Road Section of the Clackamas County Road in Clackamas County.

The project Number is SU-592 (1).

This description has been retyped to include parcel 3 which had been omitted from the previous form. The maps which you have are correct.

File No.	Name	Area
44393	Brigham Young University	Par. 1 - 4.45 ac. Par. 2 - 13.74 ac. Par. 3 - 1125 sq. ft.

AC:sh
Enc. options, etc.

cc: Ed Hardt
Milner Mead
Frank Lowe, Letter
Title
Armand Riveness, Exhibit
Jim Dixon
Don Harwell

RECEIVED
COUNTY & CITY SECTION
MAY 23 1975
☑ ENGR. ☐ CGOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

3261

R

PRO 6-2

Robert W. Straub
xxxxxxxxxx

May 21, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-466(13)

We are submitting program documents for one urban project, Item No. 191, Project No. US-466(13), "S.W. 72nd Avenue Intchge.-S. Tigard Intchge. Section", which we desire to have included in the Federal Aid Urban Extension Highway Program.

We request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

It is our present intention to receive bids on this project which is a portion of "S.W. 72nd Avenue Intchge.-S.W. Boones Ferry Road Section" on June 19, 1975.

CL:ljt

Att.

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

May 21, 1975

U.S. DEPAR BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD																
CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 68	ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME	ST CO (2)
	1	SR 217, Jct. I-5 to N.W. 0.45 mile		23,600	58,800	95	10	Oregon	4
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ.
	Gr. Dr. H.T. Pave & Sign								US-	466	(1
CARD	CLASS OF FEDERAL FUNDS: Urban Extension						COUNTY NAME: Washington			CODE 067 (14)(16)	
	NAME OF URBAN AREA 17-31: Portland						ROUTE NO. S	FEDERAL-AID 628 (32)	STATE 144 (36)(37)	U.S. - - (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)			
5					PE		SR 217, Jct. I-5 to N.W. 0.45 mile						Gr. to a for lane 10'F & si
5					ROW								
5					CONST (CODE) 6201 Y002		"72nd Avenue Intchge.- S. Tigard Intchge. Section"	0.45	196,000	153,200	42,800		ROW Acce Park Co
							PROJECT TOTALS	0.45	196,000	153,200	42,800		
									(16) (23)	(24) (33)			

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional data - see Item S

Project Nos. S-466(1) & SU-46

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 21, 1975

PROJECT LOCATION (45 typewriter spaces): SR 217, Jct. I-5 to N.W. 0.45 mile

ADT: PRESENT 23,600 | FUTURE 58,800 | YEAR 95

REGION: 10

STATE NAME: Oregon | STATE CODE: 41

APPN CODE: 032 | ITEM NO.: 191

PROPOSED WORK (35 typewriter): H.T. Pave & Sign

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): US- | NUMBER: 466 | SEQ. NO.: (13)

I. Projects Only: POST MI. | DESIG.

FUNDS: Urban Extension

COUNTY NAME: Washington | CODE: 067

AREA: Portland

ROUTE NO.: S | FEDERAL-AID: 628 | STATE: 144 | U.S.: - -

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 217, Jct. I-5 to N.W. 0.45 mile						Gr. Dr. & H.T. pave to add westbound lane for total of five 12' lanes, 16' median, 10'R & 6'L shoulders, & signing.
ROW								
CONST (CODE) 6201 Y002		"72nd Avenue Intchge.- S. Tigard Intchge. Section"	0.45	196,000	153,200	42,800		ROW - 230' min.; Access Control-full; Parking Restrictions- Complete.
		PROJECT TOTALS	0.45	196,000	153,200	42,800		

REMARKS

Additional data - see Item S-724 & 952

Project Nos. S-466(1) & SU-466(6)

(over)

PREPARED BY

FHWA APPROVAL DATES

USCOMM DUSCOMM-DC 61905-P61

S.W. 72nd Avenue Intchge.-S. Tigard Intchge. Section
Project No. US-466(13)

Existing Facility: Four 12' lanes H.T. pavement, 16' median and 10' shoulders constructed under Project No. SU-466(6).

Adjacent Sections: N.W. End---Four 12' lanes H.T. pave, 16' median and 10' shoulders.
S.E. End---Connection with I-5 in S. Tigard Interchange.

Project Data: Work under this project consists of grade, drain, and high type pavement for an additional westbound lane making a total of two 12' eastbound lanes, three 12' westbound lanes, 16' median, and 10' right and 6' left shoulders, and necessary signing.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements: a. Public Hearings---None required under the provisions of para. 6c.
b. Location/Design---Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:			
	Type Code 6201	-	$ 89,000
	Type Code Y002	-	107,000

NOTE:

1. Construction will be accomplished under a contract called "S.W. 72nd Avenue Intchge.-S.W. Boones Ferry Road Section" which involves work on two other federal aid projects, SU-592(3) and I-5-5(66)293.

2. On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

3. This project is in Congressional District No. 1.

8361

PRO 6-2

ROBERT W. STRAUB
XXXXXXXXXXX

May 15, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT S. Tigard Interchange-Boones
Ferry Rd. Section
Project No. SU-592(1)

We heraby request your authorization to proceed with the actual acquisition of the right-of-way as programed on the subject project.

Approval of the program and authorization to proceed with appraisals and reviews were given previously, however actual acquisition was withheld pending approval of the Final Environmental Statement. Your letter of May 7, 1975 indicated the project could be advanced in the normal manner May 23, 1975 which would allow authorization to be given for the actual acquisition of the right-of-way.

CL:bb

8261

149

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

May 7, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: 72nd Avenue-Boones Ferry Road
Prefix 503-1448

TO: FRANK TERPIN
Final Design Engineer

We are advised that the ramp locations on the subject project in the S. Tigard Interchange conflict with the tower illumination which has been installed under the S. Tigard Interchange - I-205 contract. Maury Payne, the Resident Engineer on this contract has prepared a proposed realignment of the conflicting northbound off-ramp. This looks like a reasonably good proposal and I forward it to you with our recommendations to adopt such an alignment. A copy of the transit ties to the existing tower bases is also enclosed.

DRA/b
att
cc: Adrian Olson
M. D. Payne

RECEIVED
MAY - 8 1975
ROAD DESIGN SECTION

Swenson
B. Olson
Trout

Requires Reply
Requires Approval
Return if Keep
Do not File
Return to
Bring Up
Other

8261

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: FHWA-OR-EIS-73-02F
South Tigard Interchange -
Boones Ferry Road (Kruse Way)
Oregon Project SU-592(1)

DATE: May 7, 1975

In reply refer to: 1041EC.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject final environmental statement published in the Federal Register May 2, 1975 (19235) establishes April 21, 1975 as the date it was made available to the Council on Environmental Quality and your transmittal letter of April 22, 1975 establishes the date it was made available to commenting agencies and the public.

The project can be advanced in the normal manner May 23, 1975.

William A. Kappus
for G. L. Green

cc:
OSHD (L W Rulien)
OSHD (G Potter)
OSHD (J B Boyd)

NOTED
E. S. HUNTER

RECEIVED
HWY ENGR
MAY 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
L. E. JOHNS

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Fas 943- Clack

transaction number 5-48

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-6-75

BY (Signature): L.W. Rulien's May 2, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1130 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1130	SU-592(2)	1.4	1,000	780

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
South Tigard Interchange Boones Ferry Road Section Clackamas County State of Oregon.	Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
MAY 9 - 1975
☑ ENGR. ☐ Coor. ☐ DE ☒ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering as programed.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-6-75	for C.R. Burghardt G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Fac 943 Clack

MONTHLY TRANSACTION NO. 5-48

DATE SUBMITTED TO W. O. MAY 6 1975

FORM PR-1 (REV. 4-61) 5-2-75

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	Co.Rd., S. Tigard Int. (I-5) to E. 1.4 Mi. 21 68	ADT	--	12,500 (66) (70)	95 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
CARD 3	Preliminary Engineering 28 62	(63) (65)	(66) (68)	(69)	(70)	(71) (72)	A-1 (73)	(74) (75)	SU- 14 23	592(2) 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Secondary	Clackamas	005 (11) (13)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland 17-31 C27	S	943 (32)	Co.Rd. (36) (37)	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1448)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	Co.Rd., S. Tigard Intchge. (I-5) to E. 1.4 miles	1.4	1,000	780	110	110
5					ROW							
5	3			3	CONST (CODE)	3	"S. Tigard Interchange-Boones Ferry Road Sec."					
							PROJECT TOTALS	1.4	1,000	780	110	110

RECEIVED
COUNTY & CITY SECTION
1975
ENGR. BOOK. UE AE UC
UPE CE RE RPE

CARD 1	CODE 1	PREPARED BY
1	14	

PROGRAM APPROVAL DATES

MAY 6 1975

FHWA OREGON DIVISION

REMARKS

Additional data see Item 1128; Pro

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-48

MAY 6 1975

FORM PR-1 (REV. 4-61)

5-2-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.Rd., S. Tigard Int. (I-5) to E. 1.4 Mi.	ADT	--	12,500	95	10	Oregon	41	022	1130

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
eering						A-1		SU-	592(2)			

DS	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Clackamas	005	

	ROUTE NO.	FEDERAL-AID	STATE	U.S.		
Portland C27	S	943	Co.Rd.	--		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	Co.Rd., S. Tigard Intchge. (I-5) to E. 1.4 miles	1.4	1,000	780	110	110	Preliminary Engineering to perform archeological study.
ROW								(Future 68' curbed roadway section to provide 4-12' lanes H.T. pave., 16' median.)
CONST (CODE)	B	"S. Tigard Interchange-Boones Ferry Road Sec."						ROW-20' min.; Access control-partial; Park restrictions-complete.
		PROJECT TOTALS	1.4	1,000	780	110	110	

RECEIVED
COUNTY & CITY SECTION
MAY 6 1975
ENGR. COOR. UE AE UE
UPE CE RE RPE

PROVAL DATES
75

ON DIVISION

REMARKS

Additional data see Item 1128; Project SU-592(1).

-OVER-

S. TIGARD INTERCHANGE-BOONES FERRY RD. SECTION

PROJECT NO. SU-592(2)

Project Data: The work under this project consists of preliminary engineering necessary to perform an archeological study which is an obligation of Clackamas County in regard to the E.I.S. Clackamas County proposes to utilize the services of an archeologist in the Portland area to perform the required study.

8241

R.

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXX

May 2, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. SU-592(2)

We are submitting program documents for one preliminary engineering project, Item No. 1130, Project No. SU-592(2), "S. Tigard Interchange-Boones Ferry Road Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

We request, concurrent with approval of the program, authorization to proceed with the preliminary engineering as programed.

Copies of State and District 2 Clearinghouse A-95 review letters of approval have been previously submitted under project SU-592(1).

CL:bb

Budget Bureau No. 41-R2067; App

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. O.

FORM PR-1 (REV. 4-61)

5-2-75

U.S. DEP BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD												
2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21	68	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME			
	1	Co.Rd., S. Tigard Int. (I-5) to E. 1.4 Mi.			--	12,500	95	10	Oregon			

CARD												
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28	62	NATL. FOREST (63)(68)	FH ROUTE NO. (69)(75)	SUPV AGCY (80)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	28	NUMBER 7	SE
	Preliminary Engineering									SU-		592(2)	

CARD				
4	CLASS OF FEDERAL FUNDS		COUNTY NAME	CODE (14)(16)
	Secondary		Clackamas	005
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
	Portland		S	943	Co.Rd.	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS
1	(1448)	(15)	41	42								
5					PE		Co.Rd., S. Tigard Intchge. (I-5) to E. 1.4 miles	1.4	1,000	780	110	110
5					ROW							
5					CONST (CODE)		"S. Tigard Interchange-Boones Ferry Road Sec."					
					PROJECT TOTALS			1.4	1,000	780	110	110

CARD	CODE	PREPARED BY	PROGRAM APPROVAL DATES
1	14		

REMARKS

Additional data see Item 1128; Proj

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-2-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., S. Tigard Int. (I-5) to E. 1.4 Mi.	ADT	--	12,500	95	10	Oregon	41	022	1130

POSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ineering								SU-	592(2)			

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Clackamas	005	
Portland	ROUTE NO. S / FEDERAL-AID 943 / STATE Co.Rd. / U.S. --		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
PE		Co.Rd., S. Tigard Intchge. (I-5) to E. 1.4 miles	1.4	1,000	780	110	110	Preliminary Engineering to perform archeological study.
ROW								(Future 68' curbed roadway section to provide 4-12' lanes H.T. pave., 16' median.)
CONST (CODE)		"S. Tigard Interchange-Boones Ferry Road Sec."						ROW- 20' min.; Access control-partial; Park. restrictions-complete.
D BY		PROJECT TOTALS	1.4	1,000	780	110	110	

APPROVAL DATES

REMARKS

Additional data see Item 1128; Project SU-592(1).

-OVER-

S. TIGARD INTERCHANGE-BOONES FERRY RD. SECTION

PROJECT NO. SU-592(2)

Project Data: The work under this project consists of preliminary engineering necessary to perform an archeological study which is an obligation of Clackamas County in regard to the E.I.S. Clackamas County proposes to utilize the services of an archeologist in the Portland area to perform the required study.

fas 94.3
Clack

Salem, Oregon

April 29, 1975

Mr. D. E. Swan
Project Management Section

Robert H. Prange
Rural Engineer
County-City Unit

FAS Program Request

County: Clackamas. Section: S. Tigard Interchange-Boones Ferry Road
FAS 943

Termini: Beginning at the junction of I-5 and FAS 628 and extending to FAS 681 in the City of Lake Oswego.

Proposed Work: Grade, drain, base, pave and install traffic control signals.

Project Length: 1.4 miles.

Costs:	Total	Federal	State	County
	1,700,000	1,326,000	187,000	187,000
Construction	~~$1,600,000~~	~~$1,248,000~~	~~$176,000~~	~~$176,000~~

Existing Facilities: New section.

Adjacent Sections:

East End: FAS 681. West End: I-5.

Project Data: Grade, drain, base, curb and pave a roadway 68 feet between curbs, having four 12-foot travel lanes, a 16-foot median and a 2-foot shy distance from curb. Paving to be AC. Traffic control signals are to be installed at I-5, FAS 681 and Carman Drive. Also construct a 5-foot sidewalk on the southerly side and a combination 10-foot bicycle and footpath on the north side along with the construction of the junction to I-5 and Boones Ferry Road.

Right-of-Way: Minimum 120 feet.

Access Control: Limited to location.

Railroad Crossing: None.

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Minimum Design Standards: No deviation from standards.

System Action: Completed. Approved 8/7/69.

Public Hearing: Corridor hearing 12/9/69. Design hearing 4/15/70.

Route Data: This route will provide a better access to and from I-5 to the City of Lake Oswego and the surrounding vicinity.

E.I.S.:

Park and Recreation Area Affected: None affected.

Relocation Assistance: No one moved.

Social, economic and Environmental Effects Considered: Yes.

Location and Design Approved: 9/15/70.

Clearinghouse Approved: 3/10/70.

CRAG: 4/29/70.

Corridor Approved: 2/20/70.

HR:scr

Attachment

☐ ENGR. ☐ ASST. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ADT _____ DHV _____ SAFETY: _____

MEMO TO R. N. CHASE Date: _____

FAS 943, Clackamas COUNTY, S. Tigard Interchange - Bunes Ferry Rd. SECTION

TERMINI: Beginning at the junction of I 5 and FHS 62B and extending to FHS 681 in the city of Lake Oswego

PROPOSED WORK: Grade, drain, base and pave and install traffic control signals.

PROJECT LENGTH: 1.4 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	1,600,000	1,248,000	176,000	176,000	

EXISTING FACILITIES: New section

ADJACENT SECTIONS:
~~NORTH~~/EAST END: FHS 681

~~SOUTH~~/WEST END: I-5

PROJECT DATA:
Grade, drain, base and pave to road to 62 consist of 4-12' travel lanes with a 2'6" distance from the centerline of the traffic control signals to be installed at I-5, FHS 681 and Carmen Drive. Construct a 5' side walk on the southerly side and a 10 bicycle on the north side along with the construction of junctions to I-5 and Bunes Ferry Road

RIGHT-OF-WAY: min 120

ACCESS CONTROL:
RAILROAD CROSSING:

MINIMUM DESIGN STANDARDS:

SYSTEM ACTION: completed Appd 8/7/69
PUBLIC HEARING: Design hearing 4/15/70
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA:
I-5 to the City of Lake Oswego

E. I. S.

Park and recreation area affected
Relocation assistance

Social, economic & environmental effects considered
Location and design approved
Clearinghouse approved
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
CRAG
Corridor approval

(over)

FAS 943
Clack Co
RLW

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE April 25, 1975

TO Donald Harwell
County-City Engineer
State Highway Building
Salem

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

RECEIVED
COUNTY & CITY SECTION
APR 28 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

SUBJECT Kruse Way
FAS 943
S. Tigard Interchange-Boones Ferry Road Section

See 5/29/75 for Revised agree transmittal to County Prange

A recent meeting with Winston Kurth, Deputy Director of Public Works at Clackamas County, resulted in some proposed changes in the County-State Agreement dated January 11, 1972.

Under "Things To Be Done By State":

Paragraph 6 would be amended as follows:

a) Complete an appraisal on File 44393F.
b) Review all appraisals.
(Items b, c, and d of the original agreement can be deleted. There will be no relocations on this project.)
c) Carry out all negotiations.
d) Handle all condemnation functions ~~ including DR/OCT into Co. RT
e) Provide the closing and payment on all files.

Under "Things to Be Done By County":

Paragraph 8 would be amended as follows:

a) Provide all appraisal work except for File 44393F.
b) Obtain title reports.

Paragraph 10 would be amended to include:

County will pay salaries and payroll reserves of State employees, the rental of equipment, and a 31% surcharge on wages and equipment rental for administrative costs. (I suppose this could be deducted from the deposit the County pays into this project fund. I'm not familiar with the mechanics.)

FAS-c Part 1 Project costs not just County

I have discussed this with Harold Reynoldson by telephone. It was his thought that a new agreement be made with the County. If there is any additional information you need or if this should be done another way, please give me a call. We would like to expedite this as much as possible.

KR:kf

cc J.B. Boyd

Lake Oswego Review----------4-17-75

Ullman Seeks Speedy Decision on Kruse Way

706

State Representative Roger Martin of Lake Oswego reported to the Review this week that Congressman Al Ullman is supporting efforts to have a speedy final federal decision reached on the construction of Kruse Way.

In a letter to Martin, Ullman said, "I have already been in touch with the federal highway administration in this regard, urging that an early decision be made to allow for the utilization of previously approved federal funds."

Ullman, who serves as chairman of the powerful House Ways and Means Committee told Martin "you may be sure that I will continue to watch this carefully."

Martin, who serves as minority leader of the Oregon House, said he has also contacted Senators Mark Hatfield and Bob Packwood and Congressman Les AuCoin and Bob Duncan, both of whose districts include parts of Clackamas County.

Martin said he expects full support from all of Oregon's congressional delegation.

The Kruse Way project also received a further boost this week from George Baldwin, director of the state department of transportation.

Baldwin, in a letter to the division engineer of the FHA, noted that the project was initiated by Clackamas County in 1967, and that the route was approved in 1969 with the full endorsement of CRAG and the Lake Oswego City Council.

A corridor public hearing was held in December of 1969 and a design hearing was held in April of 1970, Baldwin noted.

"As you can see," Baldwin wrote, "this project is one which has been under constant development for over eight years with the full endorsement of all governmental agencies concerned."

Baldwin told federal officials that Oregon's transportation department "is in full agreement with the need for construction of Kruse Way. It is our opinion any future delay in the project which would jeopardize its funding is not justified on the basis of the information available."

Martin, who has been working with Lake Oswego and Clackamas County officials on the project, noted that federal funds, which were approved in 1972, will be withdrawn if final approval is not obtained by July 1.

Lake Oswego Review----------4-24-75

A View of Kruse Way

706

Editor, The Review;

The letters to the editor in the Lake Oswego Review of April 10, 1975 by L. M. Baker and Peggy Smith show clear ignorance of the situation regarding Kruse Way.

It is mentioned that no alternatives or other routes have been considered. Ever since 1967 the road, the so-called Kruse Road has been discussed and possible alternatives explored. Three large volumes of ecological statements have been produced, every molehill has been counted, every rabbit has been enumerated, even the income and earnings of residents living as far as six miles away have been considered and more of like information gathered.

The proposed Kruse Way traverses uninhabited land and no home or building is affected. Few people knew where the road is going to be located, its purpose or justification. It will be the shortest and most economical way traveling from east to west, from the "sleepy little village of Lake Oswego" (as some people call it) to the west where all the commercial and industrial complexes are located. Everybody of course does choose the shortest route and even if Kerr Road was developed, they still would prefer Bonita Road instead of a winding hill road twice or maybe three times as far. So it is all right to have pollution and noise in a built-up area (Kerr Rd.) as in an uninhabited area (Kruse Rd). Many open public hearings have been held. This new Kruse Road will not generate new traffic, the traffic already exists and will accumulate every year, because people simply want to go to the commercialized Tigard in the west.

The new land planning prevents any development like 82nd Ave. or similar districts.

Sure, no children have been killed yet, but there is always a first time. But better have no dog or cat if you live on Bonita Road, because they all get killed.

You people living in Lake Oswego always want to interfere with our problems, because you are under the impression you are someway better and privileged. We don't bother you, so why bother us?

706

John Jaeger
5966 S.W. Bonita Rd.

8261

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project SU-592(1)
S. Tigard Interchange - Boones Ferry Rd
(Kruse Way)
FHWA-OR-EIS-73-07F

DATE: April 21, 1975

In reply refer to: 1041EC.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject statement was forwarded to CEQ on April 18, 1975, and we are now furnishing you a signed title sheet so that final statement may be furnished commenting agencies and the public for at least 30 days, provided that the following letters on the subject project are included in the final statement prior to its distribution:

1. Letter, March 20, 1975, Clackamas County Board of Commissioners to Mr. George Bladwin, Director of ODOT.

2. Letter, March 20, 1975, Mr. D. Eppley, City Manager, Lake Oswego, to Mr. George Baldwin, Director of ODOT.

3. Letters, March 25, 1975 and March 28, 1975, Mr. Larry Rice, CRAG Director, to Mr. George Baldwin, Director of ODOT.

Please furnish this office with a copy of your notification of distribution.

This office will advise the date you may advance this project, which will be the later of ----

30 days after the statement was made available to CEQ, or

30 days after the date of your notification to commenting agencies and the public.

Carry

RECEIVED
STATE HWY. ENG.
APR 22 '75
REFER TO
FOR
Info
Inves
R D
D/R
S Dr
Act

William H. Kappus
for G. L. Green

for 943-Clack R/W

Transaction No. 4-106

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	4-21-75
BY (Signature) L. W. Rulien's March 6, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1128 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1128	SU-592(1)	1.4	230,000	179,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
South Tigard Interchange Boones Ferry Road Section Clackamas County State of Oregon	Right of Way Acquisition, all phases including incidental work.

RECEIVED
COUNTY & CITY SECTION
APR 24 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of right of way acquisition with the stipulation that right of way activities will be confined to appraisals and review appraisals only until such time as the final environmental impact statement has been processed in accordance with FHPM 7-7-2 para. 6e(2).

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		April 21, 1975	C R Berglundt for G. I. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO. 4-106

DATE SUBMITTED TO B.O. APR 21 1975

FORM PR-1 (REV. 4-61) 3-6-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	Co. Rd. S. Tigard Interch. (I-5) To E. 1.4 mi. 21 45	ADT	- -	12,500 (66) (70)	95 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	PR ROUTE NO.				EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	
CARD 3	Right of Way Acquisition 28 62	(63) (65)	(66) (68)	(69) (70)		(71)	(72) (73)	(74) (75)	PREFIX LETTER (S) SU- 14	NUMBER 592(1) 22 27 SE

CLASS OF FEDERAL FUNDS: Secondary

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

NAME OF URBAN AREA: Portland (17-31) C27

ROUTE NO. S — FEDERAL-AID: 943 (32) — STATE: Co. Rd. (36) (37) — U.S.: - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
									ESTIMATED PROJECT COST BY PHASES			
1	(14-18)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co. Rd. S. Tigard Interch. (I-5) To E. 1.4 miles					
5	20			4	ROW	3	"S. Tigard Interchange-Boones Ferry Road Section"	1.4	230,000	179,800	25,100	25,100 (Co.)
5					CONST (CODE)							
					PROJECT TOTALS			1.4	230,000	179,800	25,100	25,100 (Co.)

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COUNTY & CITY SECTION
APR 24 1975
☑ ENGR. ☐ COUR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

APR 21 1975

FHWA OREGON DIVISION

REMARKS

* no existing facility

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

4-106

APR 21 1975

FORM PR-1 (REV. 4-61)

3-6-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd. S. Tigard Interch. (I-5) To E. 1.4 mi.	ADT	- -	12,500	95	10	Oregon	41	022	1128

WORK (35 typewriter spaces)	NATL. FOREST	PR ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
isition			A-1		SU-	592(1)			

ndary	COUNTY NAME	CODE	PROGRAM STAGE
land C27	Clackamas	005	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	943	Co. Rd.	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co. Rd. S. Tigard Interch. (I-5) To E. 1.4 miles						Right of Way acquisition, all phases including incidental work.
OW	3	"S. Tigard Interchange-Boones Ferry Road Section"	1.4	230,000	179,800	25,100	25,100 (Co.)	(Future 68' curbed Roadway Section to provide 4-12 lanes H.T. pave., 16' median.
ONST (CODE)								ROW - 120' min.; Access Control - Partial Parking restrictions- Complete
		PROJECT TOTALS	1.4	230,000	179,800	25,100	25,100 (Co.)	

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COUNTY & CITY SECTION
APR 24 1975
☑ ENGR. ☐ COUR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

PROVAL DATES

1 1975

GON DIVISION

REMARKS

* no existing facility

(over)

USCOMM-DUSCOMM-DC 40803-P65

S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION

PROJECT NO. SU-592(1)

Existing Facility: Located line only.

Adjacent Sections:

E. End: Connection with S.W. Boones Ferry Road FAS 681
W. End: Connection with I-5 and the Beaverton-Tigard highway at the S. Tigard Interchange.

Project Data: The work under this project consists of all phases of right-of-way acquisition including incidental work as required for the future construction necessary to provide a 68-foot curbed roadway consisting of 4-12 foot lanes A.C. pavement, 16-foot median and 2-foot shy distance from the curbs and traffic signals.

Public Hearings: Corridor hearing held December 9, 1969.
Design hearing held April 15, 1970.

Location/Design Approvals:

Location Approval granted under the provisions of the Secondary Road Plan on February 20, 1970.
Design Approval granted under the provisions of the Secondary Road Plan on September 15, 1970.

System Action: Approved August 7, 1969.

Airports, Railroads, Water Developments, Historical & Recreational Areas: None involved.

A-95 Review: State and District 2 Clearinghouse letters of approval dated March 10, 1970 and April 29, 1970, respectively.

PPM 90-1: Final Environmental Statement approved by the Secretary of Transportation on

Data for PR-37:

No. of parcels - 16
Relocation Costs - None

Note: This project is in Congressional District No. 1.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project SU-592(1)
S. Tigard Interchange - Boones Ferry Rd
(Kruse Way)
FHWA-OR-EIS-73-07F

DATE: April 21, 1975

In reply refer to: 1041EC.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject statement was forwarded to CEQ on April 18, 1975, and we are now furnishing you a signed title sheet so that final statement may be furnished commenting agencies and the public for at least 30 days, provided that the following letters on the subject project are included in the final statement prior to its distribution:

1. Letter, March 20, 1975, Clackamas County Board of Commissioners to Mr. George Bladwin, Director of ODOT.

2. Letter, March 20, 1975, Mr. D. Eppley, City Manager, Lake Oswego, to Mr. George Baldwin, Director of ODOT.

3. Letters, March 25, 1975 and March 28, 1975, Mr. Larry Rice, CRAG Director, to Mr. George Baldwin, Director of ODOT.

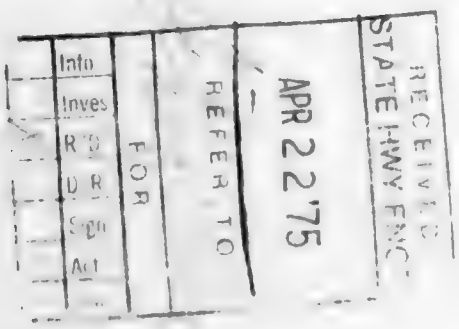
Please furnish this office with a copy of your notification of distribution.

This office will advise the date you may advance this project, which will be the later of ----

30 days after the statement was made available to CEQ, or

30 days after the date of your notification to commenting agencies and the public.

xc Ruller w/attach



William H. Kappus
for G. L. Green

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APR 23 1975

NOTED
R. L. SCHROEDER

FHWA-OR-EIS-73-07-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

South Tigard Interchange-Boones Ferry Road Sections

(Kruse Way)

F.A.S. 943

Clackamas County, Oregon

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2) (c)
PUBLIC LAW 91-190

3/7/75
Date

A. J. Schroeder
Assistant State Highway Engineer

APPROVED AND ADOPTED BY THE FHWA

4/18/75
Date

for M. E. Eldon Green
Regional Administrator

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 17, 1975

Salem, Oregon 97310

FILE: ~~ENV 2-1~~

FROM: Gary A. Potter, Manager
Environmental Section

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Letter Dated March 21, 1975
Lake Oswego Citizens Group
Kruse Way

The purpose of this letter is to provide information and answers to questions raised in the subject letter regarding the Kruse Way Final Environmental Impact Statement. It should also be noted that this letter was received after circulation of the Draft EIS and after the Final EIS was prepared.

General Comments (Page 1)

1. The asertion that Kruse Way falls under the expressway category in the Clackamas County Comprehensive Plan is unfounded. On page vii-10 of this plan, Kruse Way is listed as a primary arterial, extending from the Highway 217 interchange with Interstate 5, easterly to intersect with Boones Ferry Road.

2. That Kruse Way is surreptiously related to I-205, the Johnson Creek Expressway, or the Lake Oswego Bypass should be moot given the actions by CRAG, the Clackamas County Board of Commissioners, and the Lake Oswego City Council.

The following refers to the section in the letter entitled:

Kruse Way EIS-Areas of Concern

Traffic Data

1. Pages 46-47 of the Final Environmental Impact Statement fully explicates any information regarding traffic forecasts along Kruse Way.

2. Traffic volumes were not reduced, but were derived by statistical interpolation for the 10th year after construction--as required by DEQ in their determination of whether or not Kruse Way fell under the Indirect Source guidelines.

3. It is felt that the traffic forecasting methodology, which largely depends upon the accuracy of population and employment forecasts obtained from CRAG, is sound. The methodology is fully described on pages 45 and 45a of the final EIS, as well as in Appendix C. Table 6 on page 45b of the FEIS shows the population and employment forecasts for the Tigard-Lake Oswego subarea.

NOTED
R. L. SCHROEDER

4. Traffic diversions discussed in the FEIS on pages 48-49 are the best indications of shifting traffic patterns attributable to the Kruse Way project given the present state of knowledge. Quarry Road was not intentionally omitted. In addition, the Traffic Section feels that Quarry Road would not be appreciably affected by the existence of Kruse Way.

5. This revampment has been incorporated into the traffic forecast reported in the FEIS.

6. The location of this statement has not been identified in the FEIS. What was found, however, is the following statement occurring on page C-4 of the Traffic Appendix: "Adjustments to the street network were made where necessary in order to make the computer loadings compatible with the ground counts."

7. Again, the traffic methodology is described in detail in Appendix C and pages 45 and 45a of the FEIS.

Alternatives Not In Good Faith

1. The insinuation that the Highway Division has practiced deception is apparently related to one's predisposition regarding this project. The FEIS fully discloses the level of detail at which the alternative corridor was evaluated (page 75).

2. None of these requests have been identified in hearing transcripts. Incidentally, this route would probably be more expensive in dollar terms than the Kruse Way proposal, and certainly more costly in terms of adverse environmental impact. In addition, the comments we received on the Draft EIS from the Lake Oswego Citizens Group did not address these alternatives.

3. No record of this suggestion has been found. More importantly, it does not appear to be a solution to the problem addressed by Kruse Way.

4. It cannot be discerned from this comment where the "blocking-off" should take place.

5. Just what is meant by "A plan for the redirection of Highway 217 traffic onto I-5" is not clear in this question.

Alternative Modes of Transportation

See discussion of alternative modes on pages 23 and 23a, and pages 76, 76a, 76b, and 76c of the FEIS.

Citizen Response Not Accurately Reported

The location of this statement in the FEIS has not been identified. This aspect of citizen involvement is addressed in a response to comments received section on pages 106-108.

Archaeological Study

An archaeology study is currently being programmed to take place prior to construction activities.

Biological Study

Comments received on the Draft EIS did not question the content of biological studies in this vein. Moreover, see the responses given to questions regarding biology on pages 133-135 of the FEIS--we stand by these statements. Furthermore, it is important to point out that the Nature Conservancy has included this area on their preliminary list of significant natural areas in the state of Oregon. Therefore, it is not as yet on the official state inventory which is being cooperatively prepared by the State Parks Division and the Nature Conservancy.

Recreation

To our knowledge the Lake Oswego Comprehensive Plan does not designate any public recreational areas in the immediate vicinity of Kruse Way. One is referred to the proposed land use map which follows page 16 in the Final EIS.

Air Quality Not Comprehensive

2. See Table 13 which follows page 57 in the Final Environmental Impact Statement for a summmary of regional emission levels attributable to the Kruse Way project.

GAP:CG:sz

Attachment

cc: Glen L. Green, FHWA w/attach

LAKE OSWEGO CITIZENS GROUP INC.

P.O. Box 1181

Lake Oswego, Oregon 97034

		Init
✓	Div Engr	
✓	Eng Coord	Gac
	Asst EC	
✓	March 21, 1975	
	Eq Engr.	
	Acct'or	
	Planning	
	Bridge	
	Rt of Way	
✓	Dist Eng-A	✓
AI	Area Eng-A	HB
	Dist Eng-B	
	Area Eng-B	

Federal Highway Administration
222 SW Morrison
Portland, Oregon 97205

Attn: Mr. James Zotter, Assist. Regional Counsel

Re: FAS 943

Gentlemen:

After review of the Kruse Way Environmental Impact Statement we feel that it has not complied with NEPA guidelines. We would like to bring your attention to various areas of the EIS which we feel show a lack of good faith in the manner in which they have been handled. We ask that your agency carefully review this EIS and require all necessary data be included before any further action is taken.

When reviewing this EIS, agencies responsible for judgment of its validity and appropriation of funds should know something of the background of this area in order to make a judgment on the possibility that the scope of this project could encompass a far greater area than dealt with in the EIS.

Kruse Way has been described in the EIS as a connection between I-5 and Boones Ferry Road. It has not been referred to in the planning states as an EXTENSION OF HIGHWAY 217 BEAVERTON - TIGARD EXPRESSWAY even though it falls into the expressway category as described in the Clackamas County Comprehensive Plan.

In 1964 an extension of this highway, called I-205, was proposed through Lake Oswego and connecting across the Willamette River into the east Portland area of Milwaukee - Oak Grove. This proposal was resoundingly opposed by the citizens of Lake Oswego and voted down by the Lake Oswego City Council. At the time, Governor Hatfield and the Chairman of the State Highway Department assured the community that such a highway would not be built in opposition to the wishes of the community.

Kruse Way is another proposed extension of Highway 217 very similar in scope to the old I-205 proposal but angling off in a slightly southerly direction. On April 18, 1969 when Kruse Way was in the initial stages at CRAG, Clackamas County Commissioner Schumacher requested that "the proposed highway be tested on a computer model to determine the volume of traffic it will carry and its effect on the proposed Multnomah - Johnson Creek Expressway." This seems to indicate that at that time Kruse Way was being considered as part of an extension across

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APR 11 1975
Assistant State Highway Engineer
Office of

the Willamette River. The Johnson - Creek Expressway has been considered as an alternate proposal for a Lake Oswego cross-river facility. County officials have refused to discuss the reasons for requesting this computer study.

On November 3, 1969 in a letter to CRAG, a Clackamas County Public Works official referred to the project as "the I-5 - SW Boones Ferry Road section of the Bonita Route"---

When former Clackamas County Planning Director, James Hall, presented plans for the Clackamas County Road Element Plan to the Planning Commission, after the Kruse Way public hearings, he said that there would be a Lake Oswego bridge crossing and that it would be realized by building the connections in segments; in this way enough traffic could be generated to justify a bridge.

KRUSE WAY EIS - AREAS OF CONCERN

TRAFFIC DATA

1. There is an approximate 125 % discrepancy between the ADT projections for 1990 as stated at the 1969 and 1970 public hearings and the projections as given in the EIS.
   December 9, 1969 Corridor Public Hearings
   April 15, 1970 Design Public Hearings
   ADT 20 year projection - 10,000 to 12,500

   Lake Oswego Draft Environmental Development Plan 1972
   ADT projection for 1990 - 12,000

   EIS - Kruse Way 28,000 ADT 1994

2. Very recently these latest figures were slightly reduced in order to remove the project from the jurisdiction of DEQ. Until this time, DEQ approval of the project had been withheld because of projected air quality violations by the project.

3. ADT projections identical for Kruse Way and proposed Lake Oswego By - pass.
   The Portland - Vancouver Metropolitan Transportation Study G-5 1990 Plan projects 25, 500 to 31,200 ADT for the I-5 to Country Club Road segment of the proposed Lake Oswego By-pass.
   The Kruse Way ADT for 1994 is 28,000.

   THE EIS HAS NOT SHOWN SUFFICIENT JUSTIFICATION FOR THIS PROJECTION. There has been an attempt to justify this figure on the basis of traffic diversion from nearby roads and generation of new trips from future growth in the S.W. Portland area. However, this area is not specifically identified and to our knowledge there are no areas in the vicinity of Kruse Way that can be developed to this degree.

4. The EIS lists a number of streets which would be significantly benefited from the proposed project. We believe that Bonita Road is the ONLY street to be benefited and that will be only short term. According to the EIS, 1994 volumes on Bonita will be higher than 1974 volumes. If Bangy Road could be considered

a street comparable to the others listed, it would perhaps fit into the benefit-, category. However, Bangy is a frontage type road extending Bonita Road to the freeway. There are no homes on the road, only one gas station.
Carman, Waluga, Fosberg and Lesser all feed into Kruse Way; therefore, we assume that the EIS is incorrect in stating that these will be benefited from Kruse Way.
A glaring omission in the discussion on traffic was Quarry Road. Quarry Road is a major connector from Lake Grove (Bryant Road area) to Carman Drive and Bonita Road. It is a residential Street and the rear access to the Lake Grove Elementary School is from Quarry Road. Large increases in traffic should be anticipated for this street ESPECIALLY, since the EIS shows an increase of traffic on Boones Ferry to the south of Kruse Way as only 300 cars. It appears that this traffic on Quarry Road will not be drawn along Boones Ferry Road to Kruse Way but will continue to use Carman Drive.

5. Earlier traffic projections for the Bonita Meadows area are NO LONGER VALID since the new Clackamas County Comprehensive Plan of August 1974 shows a change from the proposed commercial, high density residential, and medium density, to low density residential. This change came about through pressure from the City of Lake Oswego and citizens in the area.

6. The EIS states that "several additional counts were supplied to the State by Clackamas County and used to adjust computer loadings on existing systems." HOW CAN A RELIABLE JUDGMENT BE MADE ON SUCH SCANTY INFORMATION? WHAT WERE THESE ADDITIONAL COUNTS?

7. Mel Gordon, Multnomah County Commissioner, states in a letter concerning the EIS that "the impact work is based on trend-city traffic projections. These projections are not valid for a variety of reasons. A better approach would be to evaluate the consequences of alternative projection levels."
There is no indication that this has been done.

ALTERNATIVES NOT IN GOOD FAITH

1, It appears that the one alternative that was mentioned other than the no build was little more than a line arbitrarily drawn across the map to indicate that an alternative study had been done.
2. Several requests were made at the 1969 and 1970 hearings for a two lane route to be studied connecting Meadows Road all the way from Bangy to Carmen Drive, then connecting with Galewood and Boones Ferry Road. This would be a direct route and far less expensive a solution to getting the traffic off of Bonita Road. THIS SOLUTION WAS NOT STUDIED.
3. In conjunction with this suggestion, it was also mentioned that Waluga Drive be connected to Boones Ferry Road via a short new link at the Bryant intersection. This would be a direct route into the center of Lake Grove and would help to relieve the traffic on Quarry Road. THIS SOLUTION WAS NOT STUDIED.
4. NO INVESTIGATION OF THE POSSIBLE DESIRABILITY OF BLOCKING OFF ACCESS TO THE FREEWAY WAS DONE.

5. In conjunction with an alternative study of the Meadows Road plan(which was not done), A PLAN FOR THE REDIRECTION OF HIGHWAY 217 TRAFFIC ONTO I-5 SHOULD BE MANDATORY.

Widening of the I-5 freeway in this area is about to commence and correction of problem should be an integral part of the project.

ALTERNATIVE MODES OF TRANSPORTATION

Bus transportation was computerized into the project only on a low ridership estimate. The EIS states that the computer is unable to handle a high ridership computation. Bus ridership in the Portland area is increasing rapidly. Large sums of money are being expended for the purchase of new buses and establishment of Park and Ride stations. A new line has recently been established between Lake Oswego and St. Vincent Hospital via Kerr Road, Mt. Park, Portland Community College, Washington Square and Tigard. Tri-met officials have stated that they prefer Kerr Road rather than the proposed Kruse Way because of its availability to larger numbers of people.

CITIZEN RESPONSE NOT ACCURATELY REPORTED

1. The EIS states that "there appears to be solid citizen support for this project". However, it fails to point out that any support is for a project to relieve Bonita Road traffic problems and to improve existing roads to handle traffic in a manner which least affects the existing environment. The support is NOT for the proposed extension of the Beaverton - Tigard Highway 217 expressway into Lake Oswego as is currently proposed. The EIS also fails to back up its statement of "solid citizen support".

In 1972 300 Lake Oswego residents signed a petition to the City requesting public hearings on FAS 943. The petition reads, "We, the undersigned, are citizens of Lake Oswego area and as such are deeply concerned with the potential effect of FAS 943".

CRAG - Sub-committee Oregon State Highway Bond Program
Minutes - April 30, 1974

Kruse Way: Controversial project
Much citizen opposition

Local community reaction - oppose

By a vote of 3-2 the city council turned down the request for a hearing. However, in September 1973, the council did formally request by letter that the road be contoured and designed as a boulevard with trees and landscaping in the center. This request was not entered in the EIS record of communications and there is no indication that the request has been honored.

ARCHEOLOGICAL STUDY

The archeological study has not been done. A large stand of

oak trees on the site is an indication that this was probably the site of an Indian camping ground.

In a letter to the Environmental Unit dated September 5, 1973, Roy Sampsel, Special Assistant to the Secretary, Pacific Northwest Region of the U.S. Department of the Interior wrote: "It appears that no attempt has been made to determine whether archeological or historical resources are present in the project area, therefore it is not possible to evaluate probable impacts and discuss possible mitigations. Further identification and evaluation of these resources can be adequately carried out only by a professional archeologist." He suggests that "the proposed highway facility could be relocated to avoid the site-----."

BIOLOGICAL STUDY

The EIS has failed to do a comprehensive biological study of the area which is one of the finest remaining ecosystems of its type in the Willamette Valley. Kruse Oaks is the largest remaining stand of Oregon oak in the Willamette Valley and a source of scientific interest because of the unusual habitat of growth. The Nature Conservancy has included this area on the State Inventory of Significant Natural Areas.

RECREATION

1. Study of recreational use and potential was not done in depth. They did not point out that the Lake Oswego Comprehensive Plan designates this area as public and semi-public space.
2. Several acres close to the proposed route comprising meadowland and forest have been used for several years as a summer day camp space for Girl Scouts from this tri-county area. This camp was relocated to this area from Mt. Park after development of the Mt. Park area.

AIR QUALITY NOT COMPREHENSIVE

1. The EIS states that the study area for the Kruse Way project is bounded by L-5 to the Willamette River, and the Multnomah County line to Lake Oswego south city limits.

2. Air quality standards have not been projected for the entire study area. An expressway type facility generating 28,000 trips connecting an expressway to another four lane facility which extends to the Willamette River in Lake Oswego is bound to have a considerable impact on this total area.

NEED

We do not feel that this EIS has in any way justified a need for a facility of this scope.

We appreciate your assistance in requiring the necessary information to be included in this EIS before further action is taken.

Sincerely, Marcia Kirschbaum

Marcia Kirschbaum

cc: Jack Dalles
R L Schneider 4/8/75

5261

COUNTY OF CLACKAMAS
SURVEYOR'S OFFICE

DEXTER E. MILNE
County Surveyor

LLOYD A. ROBINSON
Deputy Surveyor

ROOM 6, COURTHOUSE, OREGON CITY, ORE. 97045

S Tigard Interchange
SW Boones Ferry Road
Tigard Hwy
OT 5943

April 10, 1975

Mr. Adrian Olson
Design Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Olson:

The enclosed papers may be of help to you in analysis of the right-of-way location of CARMAN DRIVE. A portion of the map scroll "MR 31, Unit 1", is included, which I found to be on file in my office.

The mentioned map does not tie the northeast corner of section 7, T. 2 S., R. 1 E., W.M., and field notes neglect it too. I am under the assumption though, that the BRYANT ACRES PLAT 4 tie was made to the northerly extension of the easterly line of the segment of MR 31, upon which tracts 277 and 278, connect.

Yours truly,

Dexter E. Milne

Dexter E. Milne
Clackamas County Surveyor

DEM bf
Encls.

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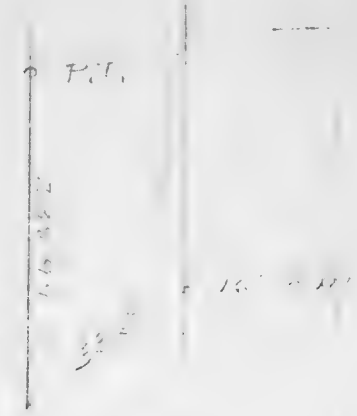
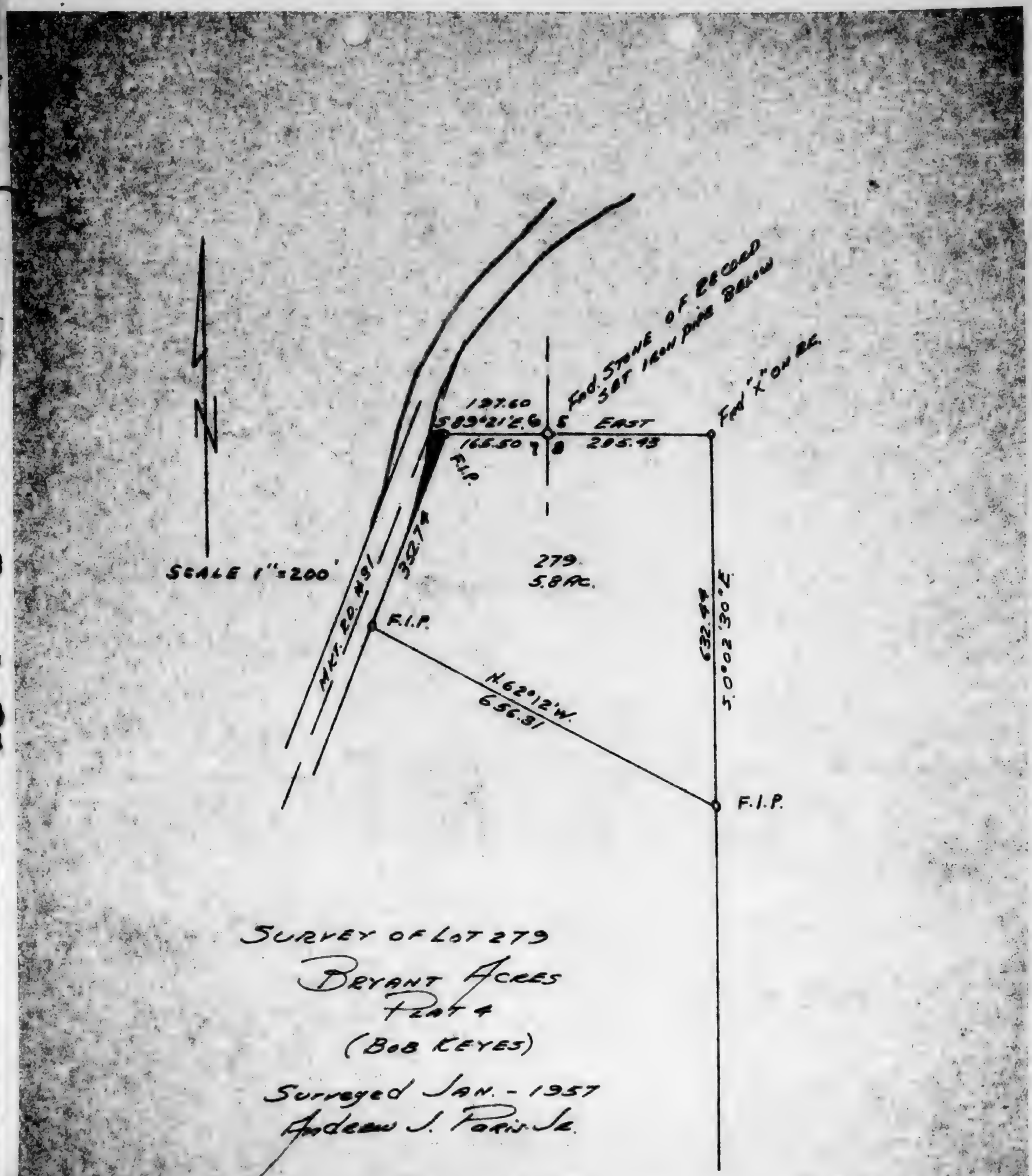


Field notes Market Rd 31, unit 1
office copy dated 1924
Clackamas County file

(Failed to tie
Section Corner
6/5
7/0

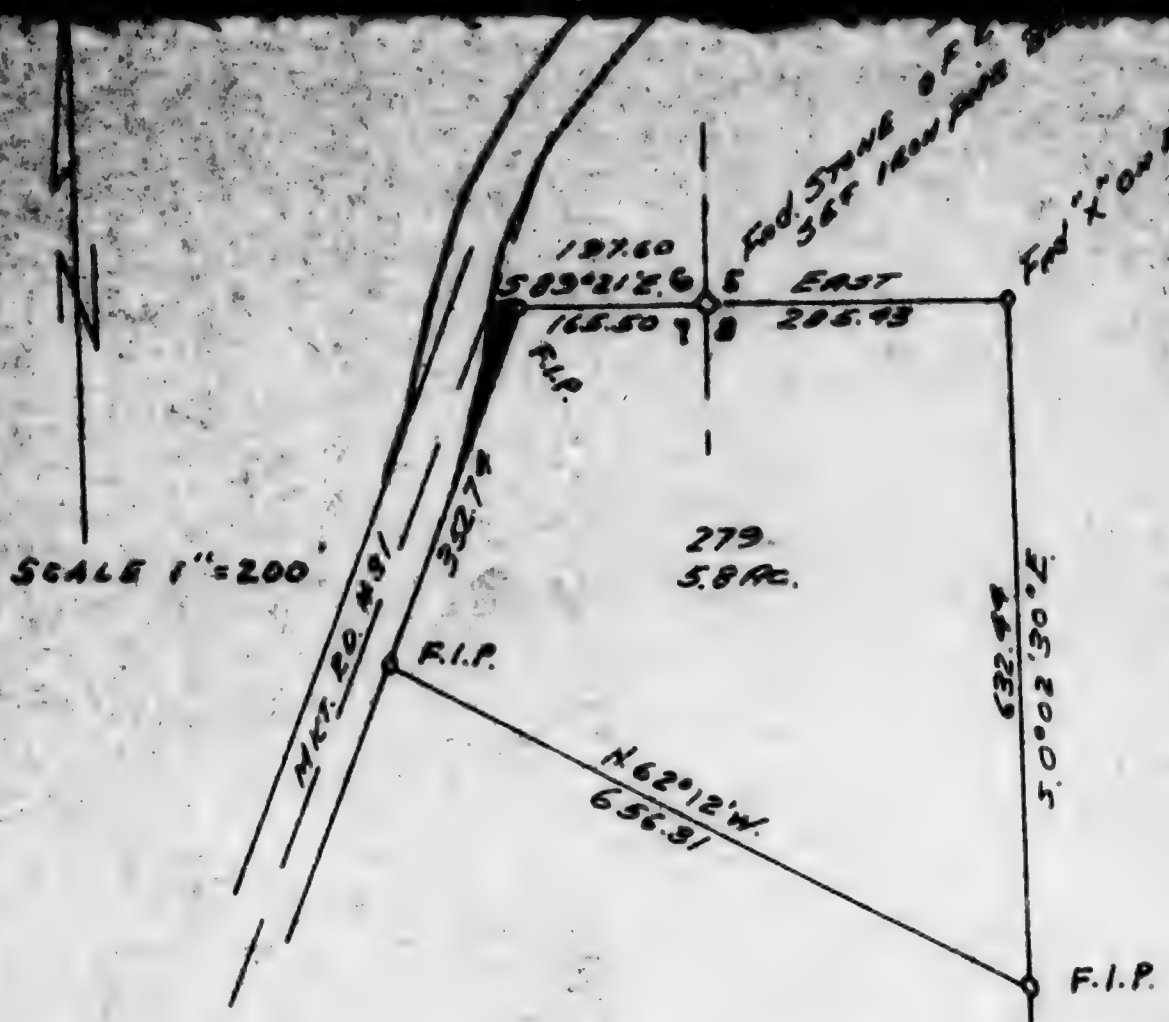


SURVEY OF LOT 279
BRYANT ACRES
PLAT 4
(BOB KEYES)

Surveyed JAN. - 1957
Andrew J. Paris Jr.

REGISTERED
OREGON
LAND SURVEYOR
MAY 3
ANDREW J. PARIS, JR.
289

Note: The tracing of this survey was submitted for records August 28 1970 at



SURVEY OF LOT 279
BRYANT ACRES
PLAT 4
(BOB KEYES)

Surveyed JAN. - 1957
Andrew J. Paris Jr.

REGISTERED
OREGON
LAND SURVEYOR
MAY 9
ANDREW J. PARIS, JR.
289

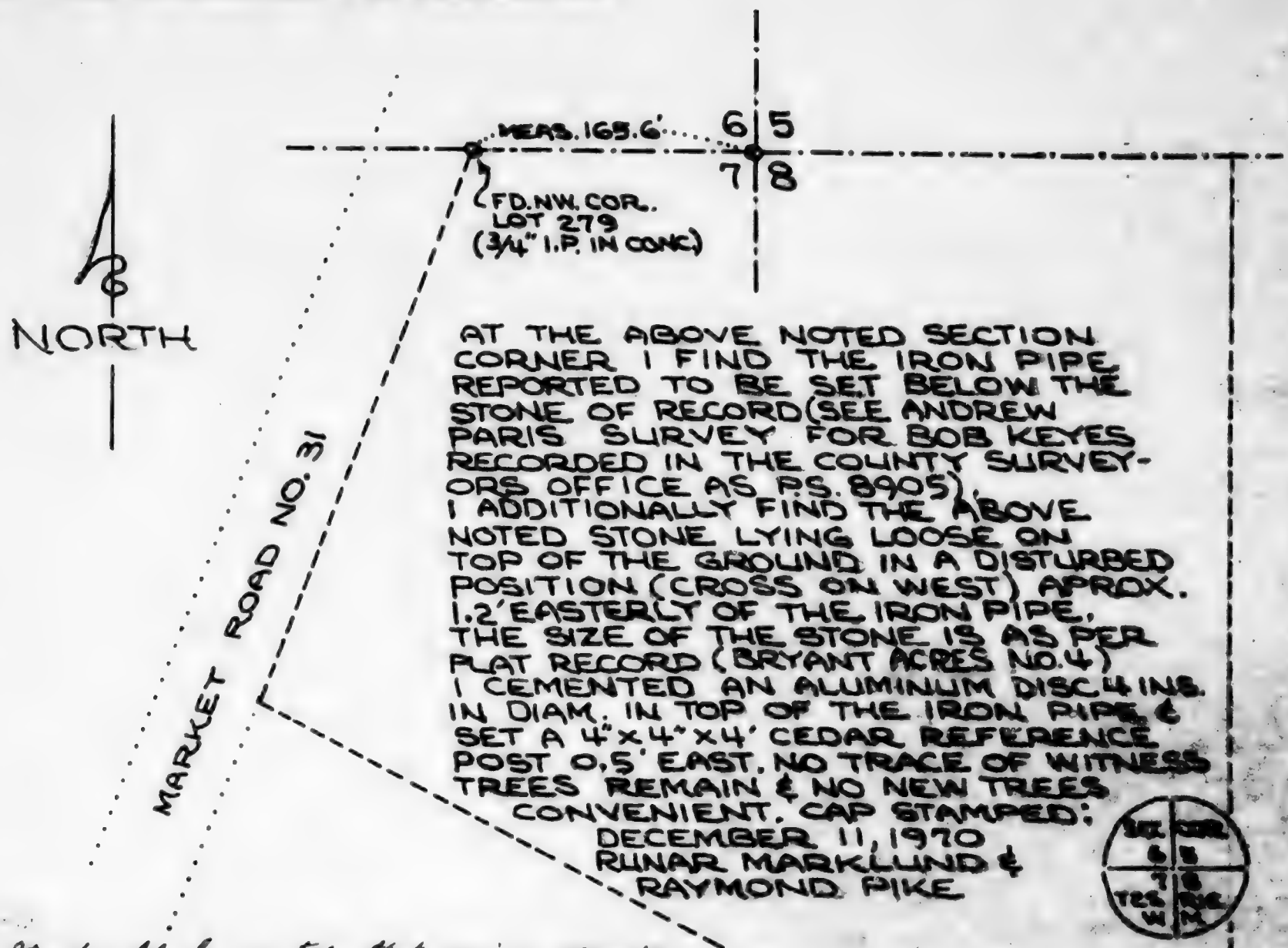
Note: The tracing of this survey was submitted for records August 28, 1970, at the request of the County Surveyor, due to section corner stone having been found disturbed. A local resident had been present in 1957 when Andrew Paris set the pipe under the [illegible]. The resident Mr. Herb Hrose, had knowledge of the corner location prior to any construction.
Dexter E. Mills, County Surveyor.

SECTION CORNER

BOOK 8 PAGE 274

SEC. 6	SEC. 5
SEC. 7	SEC. 8

TOWNSHIP 2 SOUTH, RANGE 1 EAST
OF THE WILLAMETTE MERIDIAN

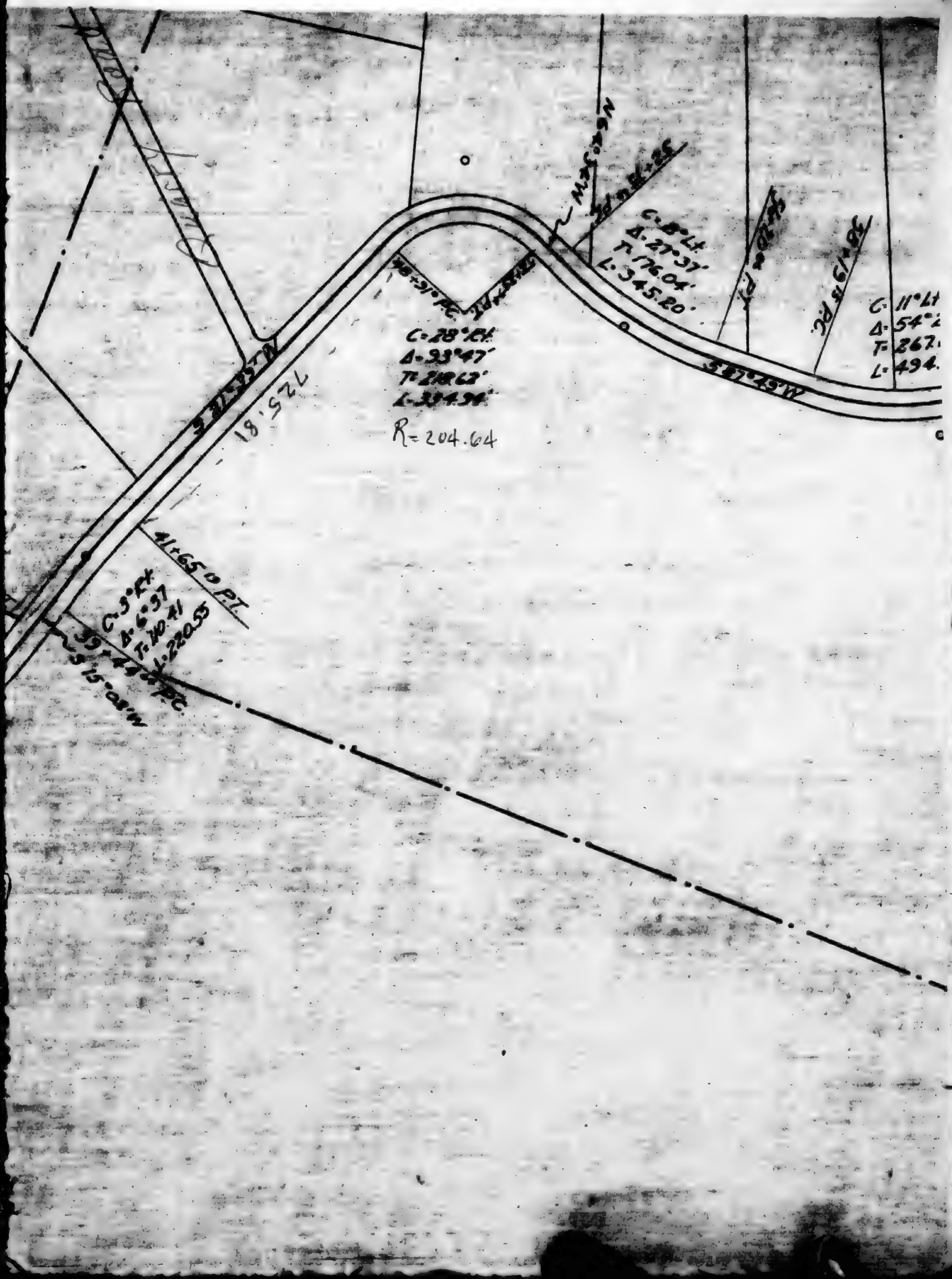


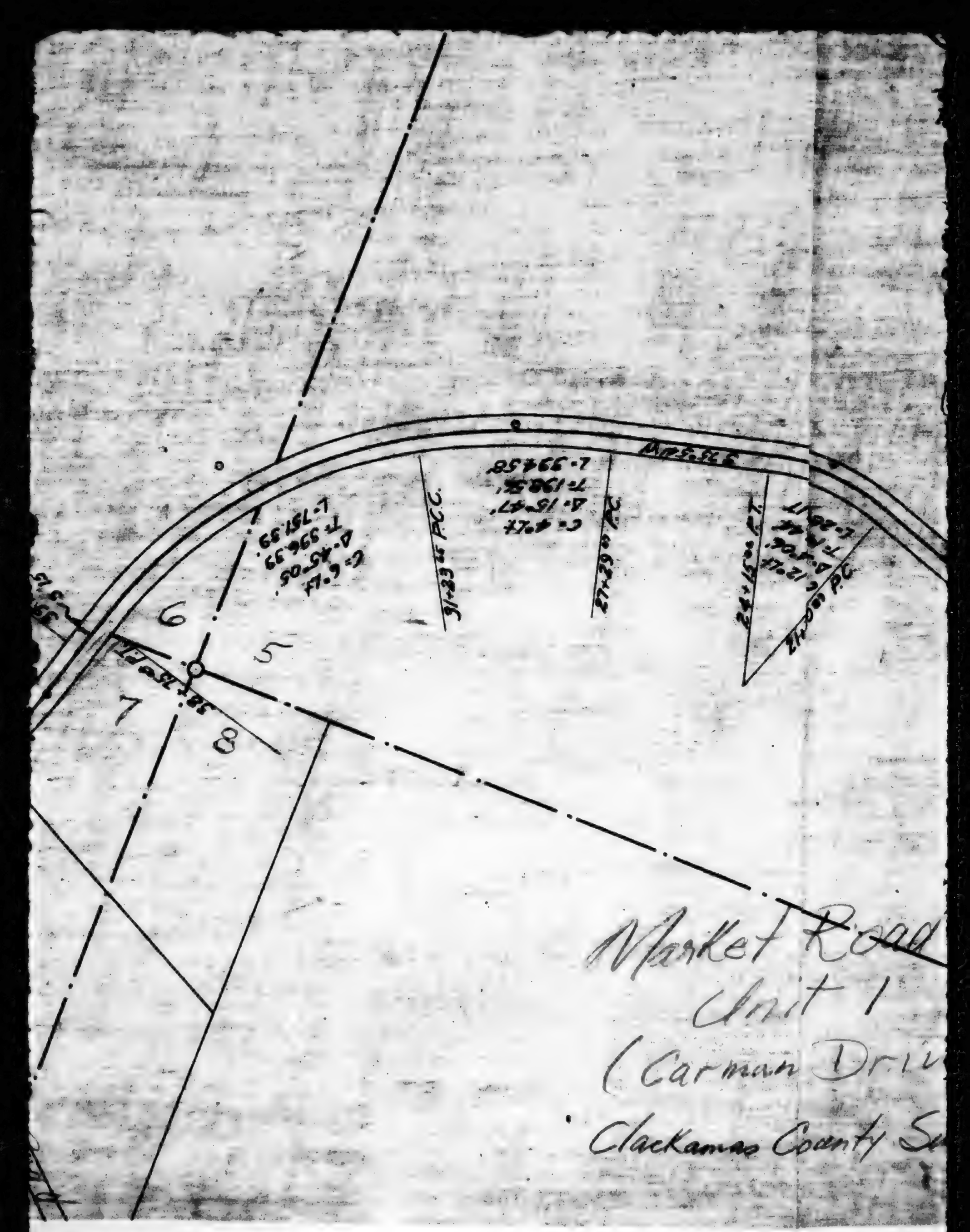
AT THE ABOVE NOTED SECTION CORNER I FIND THE IRON PIPE REPORTED TO BE SET BELOW THE STONE OF RECORD (SEE ANDREW PARIS SURVEY FOR BOB KEYES RECORDED IN THE COUNTY SURVEYORS OFFICE AS P.S. 8905). I ADDITIONALLY FIND THE ABOVE NOTED STONE LYING LOOSE ON TOP OF THE GROUND IN A DISTURBED POSITION (CROSS ON WEST) APROX. 1.2' EASTERLY OF THE IRON PIPE. THE SIZE OF THE STONE IS AS PER PLAT RECORD (BRYANT ACRES NO. 4) I CEMENTED AN ALUMINUM DISC 4 INS. IN DIAM. IN TOP OF THE IRON PIPE & SET A 4"x4"x4' CEDAR REFERENCE POST 0.5' EAST. NO TRACE OF WITNESS TREES REMAIN & NO NEW TREES CONVENIENT. CAP STAMPED:
DECEMBER 11, 1970
RUNAR MARKLUND &
RAYMOND PIKE

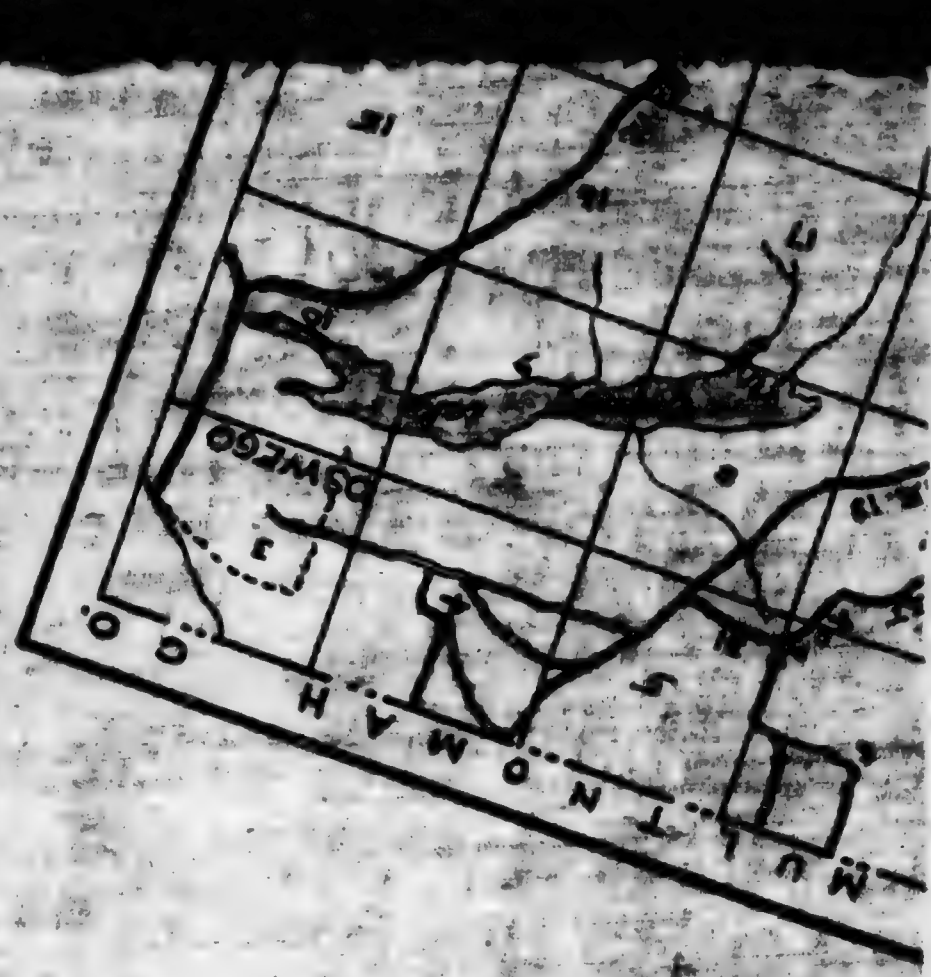
It should be noted that previous records are conflicting, eg. the size of the 1/4 corner stone as noted on Bryant Acres #4 is considerably smaller in size than the restoration record, Book 1 page 67 and ~~no information as to~~ the method Mr Sage employed in placing or verifying the smaller stone is not known. Lloyd Robinson

CLACKAMAS COUNTY
FILED
COUNTY
FEB 03 1971
2-2-1971
Lloyd Robinson
SURVEYOR

SEE EXPLANATORY NOTE BY DEXTER E. MILNE COUNTY SURVEYOR ADDED TO ANDREW PARIS SURVEY P.S. 8905

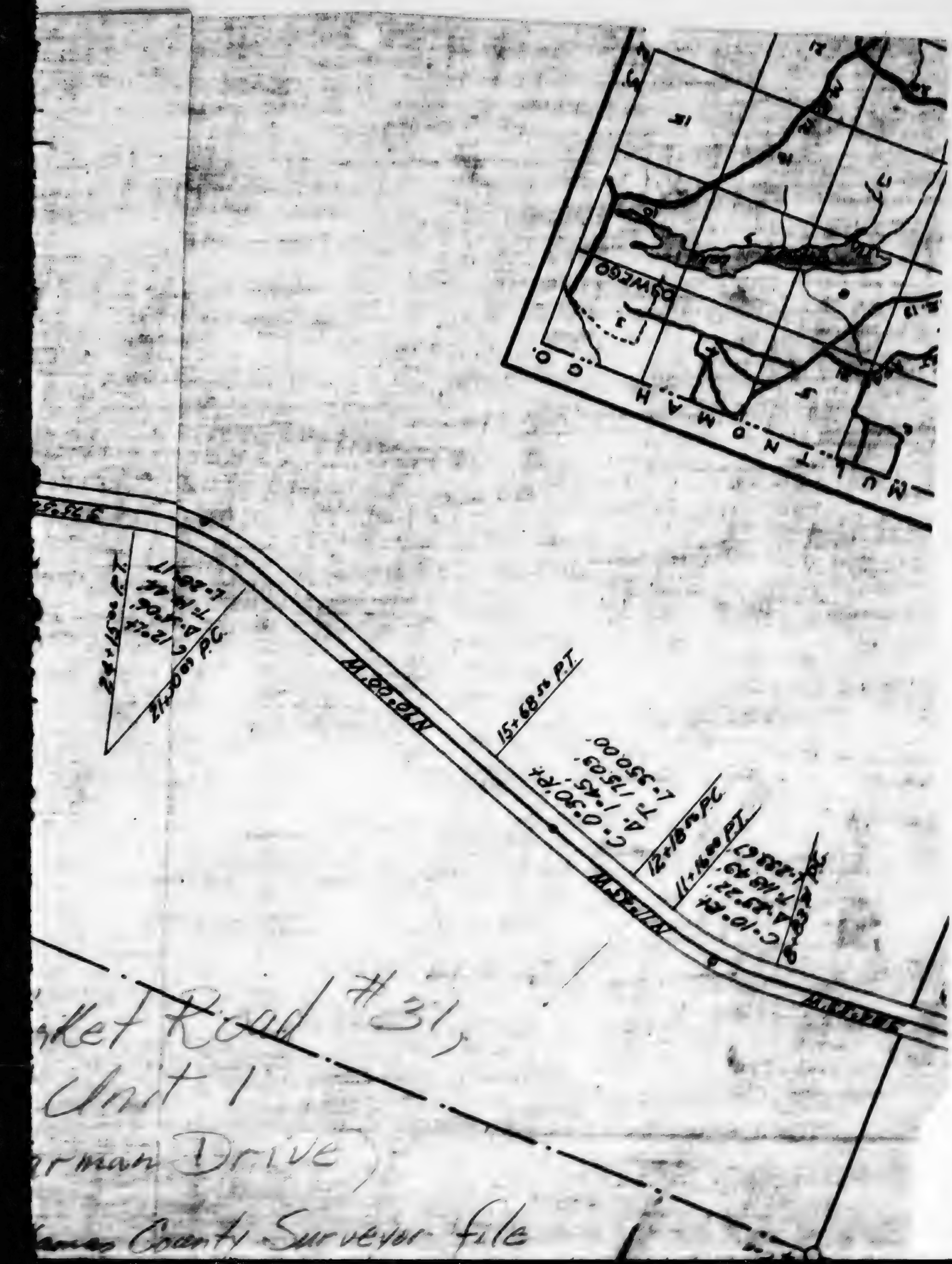

N 64°-34' W
C-8°-44'
Δ-27°-37'
T-176.04'
L-345.20'
C-11°-41'
Δ-54°-2
T-267.
L-494.
S 87°-43' W
C-28°-14'
Δ-93°-47'
T-218.62'
L-334.94'
R=204.64
725.81
N 2°-17' E
41+65.0 P.T.
C-3°-6'
Δ-6°-37'
T-10.21'
L-22.05'
S 15°-08' W


S 73°-32' W
Δ= 6°-47'
T= 198.58'
L= 394.58'
P.C. Sta 31+33
Δ= 15°-47'
T= 396.39'
L= 751.39'
P.C. Sta 27+29
P.C. Sta 24+45.42
Δ= 12°-04'
T= 211.17'
L= 421.42
P.C. Sta 20+24.42
6
5
7
8
Market Road
Unit 1
(Carman Dri
Clackamas County Su



Market Road #31,
Unit 1
(Carman Drive)
Clackamas County Surveyor file

MUNICIPAL
DRIVE
CO.


15+68.58 P.T.
12+18.08 P.C.
11+18.08 P.T.
Market Road #31,
Unit 1
Drive)
County Surveyor file

27.52 Ac.

7-22

County Assessor's m.
Current Apr., 1975

SEE MAP 2 1E 7AB

ROAD

18

30'

20'

N 0°14'E 934.0'

MEADOWS

30'

S.87°47'W

UPPER BOONES FERRY

P.C. 58+19.15

P.T. 56+20.88

N. LINE BRYANT ACRES

S.89°06'E

NO. 2

11° C. L.T.
Δ = 54°25'
T = 267.80'
L = 494.70'

8° C.L.
Δ = 27°37'
T = 176.04'
L = 345.20

SEE MAP 2 1E 7AC.

100
27.52 Ac.

1/16 Cor

18

30'

20'

7AB

SEE MAP 2 IE 7

ROAD

N 0°14'E 956.0'

MEADOWS

S.87°47'W

30'

P.O.

UPPER

P.T.

BOONES

FERRY

S.89°06'E

N.

11° C. L.T.
A = 54°25'
T = 867.80'
L = 494.70'

8° C.L.
A = 27°37'
T = 176.04'
L = 345.20

7-22

County Assessor's map
Current Apr., 1975

7-22

Assessor's map
nt Apr., 1975

NE 1/4 NE 1/4 SEC. 7 T.2S. R IE. W.M.

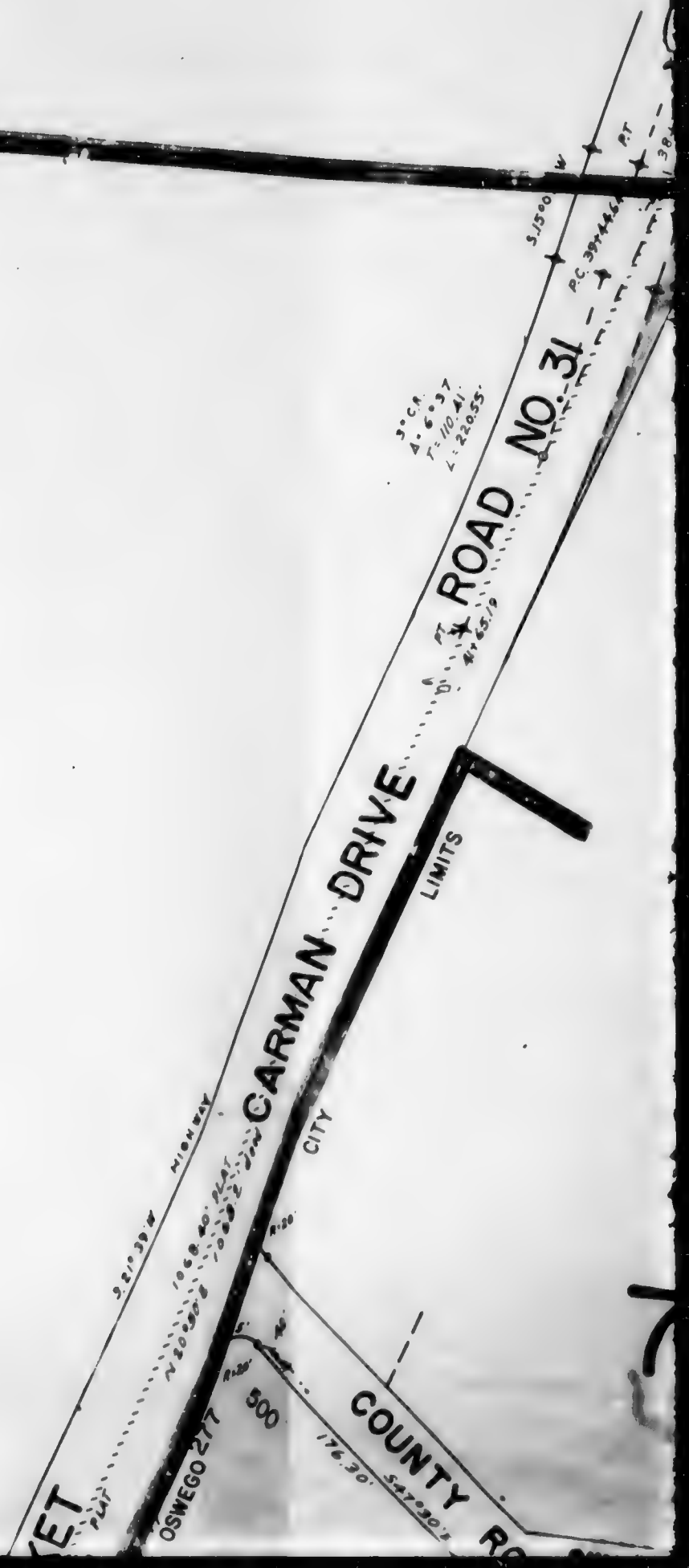
CLACKAMAS COUNTY

1"=100'

D.L.C.

CHARLES BROWN NO.

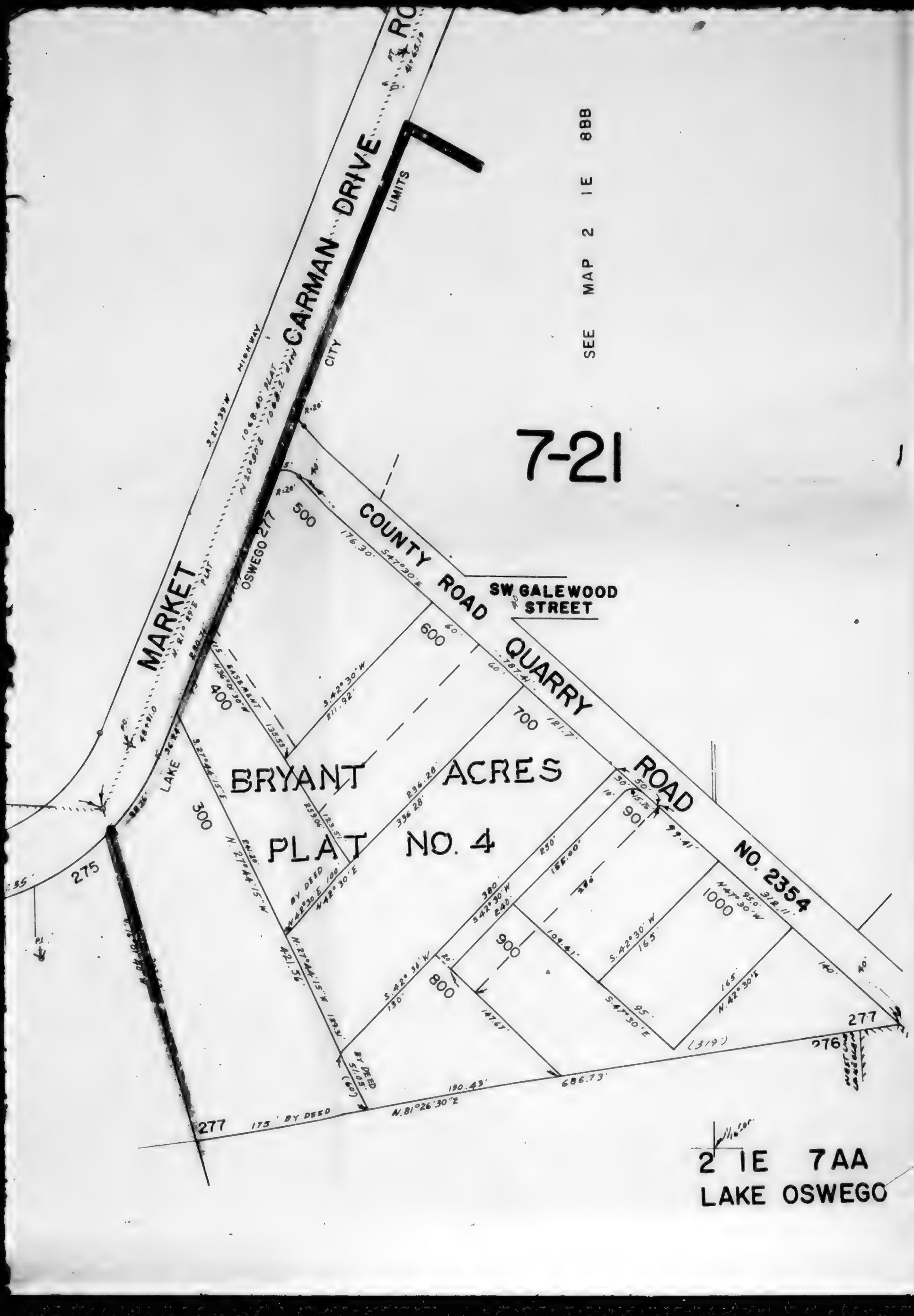
SEE MAP 2 IE 6D



22

Assessor's map

Apr, 1975


SEE MAP 2 1E 8BB
7-21
CARMAN DRIVE
CITY LIMITS
HIGHWAY
MARKET
OSWEGO 217
COUNTY ROAD
SW GALEWOOD STREET
QUARRY ROAD
NO. 2354
LAKE
BRYANT ACRES
PLAT NO. 4
600
700
400
300
275
500
900
800
90
1000
277
276
N.81°26'30"E
686.73'
190.43'
175' BY DEED
2 1E 7AA
LAKE OSWEGO

2S. R IE. W.M.
UNTY

D.L.C.
CHARLES BROWN NO. 64

2 IE 7AA
LAKE OSWEGO

6D

6 5

7 8

Dedicated by
Bryant Acres Plat 4

ROAD NO. 31

CARMAN DRIVE

MARKET

OSWEGO 277

COUNTY ROAD

SW GALEWOOD STREET

HIGHWAY

CITY LIMITS

500

600

SEE MAP 2 IE 8BB

7-21

7-22

DRYANT ACRES PLAT 4

CARMEN-UPPER BOONES FERRY ROAD

MKT. RD. 31

DRIVE

CO. RD.

(FORMERLY REESE RD.)

QUARRY NO. 23

EAST LINE CHAS. BROWN DLC

LAKE OSWEGO CITY LIMIT

SEE MAP 2 IE 7AA

SEE MAP 2 IE 7AA

6 5 7 8

279 300 200 279

197.60 S89°21'E 165.50

EAST 283.43' 280.50 (M&O)

N89°21'E 420'

200' S 66°21'E

P.C. 39+44.64

P.T. 37+75.04

352.74' S21°29'W

30° C.R. Δ 6037' T 110.41' L 220.55

R 420'

N62°12'W 286.44'

S21°29'W 184.47'

357.90'

N 52°12'W 354.29'

656.31'

97.23'

500

401

400

278

601

602

801

700

501

S89°36'E

S 0°07'27"W 274.54'

N 0°07'27"E 280.14'

181.21'±

N 0°07'27"E 116.38'

EASEMENT 208.87'

SW COR DV 556-284

90.19'

90'

110'

238.92'

N89°40'50"W

284.38'

600 800

1400 194.78'

1300 1200 1100 1000 900 1800 4500

64.62' 55' 55' 55' 55' 60'

N 0°10'E 120.58'

S 0°10'E 120.58'

N 0°10'E 120.58'

S 0°10'E 120.58'

N 0°10'E 120.58'

S 0°10'E 120.58

7-22

EAST LINE CHAS. BROWN DLC

LAKE OSWEGO CITY LIMIT

LOT 3

31.50

7-2

650.91

97.23

500

601

332.06

802

801

700

501

S89°36'E

SW COR DV 556 ELEV

90.19

90

90

284.58

600 800

(860' M/L) DEED

CO. RD. 2179

SW GALEWOOD

LY REESE RD.)

S89°40'50"W

284.32

N89°40'30"W

S89°49'30"E

1300 1200 1100 1000 900

1800 1900 2000 2100 2200 2300 2400 2500 2600 2700

LAKE GROVE

4500 4400 4300 4200 4100 4000 3900 3800 3700 3600

ACREAGE ESTATE

GRESHAM

DEDICATED BUT NOT CONSTRUCTED

S89°45'00"E

1500

1600

1700

2354

ROAD

316.03

QUARRY ROAD

227.86

N0°11'W = N0°02'30"W 638.27

230.85

218

(THIS PORTION OF QUARRY RD DEDICATED BUT NOT CONSTRUCTED 3-17-70)

SEE MAP 2 1E 8BC

PART

7-21

3

31.50

N00°05'30"W 770 M/L

WEST LINE 100.32' LAKE GROVE ACRE

SEE MAP 2 1E 8BA

(860' M/L) DEED

CO. RD. 2179

STREET

S89°49'30"E

3 | 60 4 2100 | 60 5 2200 | 60 6 2300 | 60 7 2400 | 60 8 2500 | 60 9 2600 | 60 10 2700 | 60 11 2800 | 60 12 2900 | 60 13 3000 | 60 14 3101 | 15

133.76 | 133.84 | 133.92 | 134' | 134.07 | 134.15 | 134.23 | 134.31 | 134.39 | 134.47 | 134.54 | 134.62 | 3100

LAKE GROVE

60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 6

S89°45'00"E

00 | 4200 | 4100 | 4000 | 3900 | 3800 | 3700 | 3600 | 3500 | 3400 | 3300 | 3200

ACREAGE ESTATES

135' | 135' | 135' | 135' | 135' | 135' | 135' | 135' | 135' | 135' | 135' | 135'

51 | 60 50 | 60 49 | 60 48 | 60 47 | 60 46 | 60 45 | 60 44 | 60 43 | 60 42 | 60 41 | 60 40 | 39

DEDICATED BUT NOT CONSTRUCTED 3-17-70

WAY

40'

S89°45'00"E

MAP 2 1E 8BC

2 1E 8BB
LAKE OSWEGO
Book 8

NW1/4 NW1/4 SEC 8 T.2S. R.1E. W.M.

CLACKAMAS COUNTY

1"=100'

D.L.C.
CHARLES BROWN NO. 64

CANCELLED NO.
100

SEE MAP 2 1 5C

EAST
285.43
280.50 (660)

279

(855' M/L)

RES

PART OF 2 1E 8 200

22

EAST LINE CHAS. BROWN DLC

LAKE OSWEGO CITY LIMIT

LOT 3 31.50

7-21

601

802

801

700

600

800

EASEMENT

284.38

(860' M/L) DEED

CO RD 2179

T.2S. R.1E. W.M.
OUNTY

D.L.C.
CHARLES BROWN NO. 64

2 1E 8BB
LAKE OSWEGO

CANCELLED NO.
100

2 1 5C

(855' M/L)

PART OF 2 1E 8 200

T 3 31.50

7-21

(860' M/L) DEED

CO. RD. 2179

OD

STREET

S 89° 49' 30" E

N 00° 05' 30" W
770 M/L

WEST LINE LAKE GROVE ACREAGE ESTATES PLAT 2
100.92'

SEE MAP 2 1E 88A

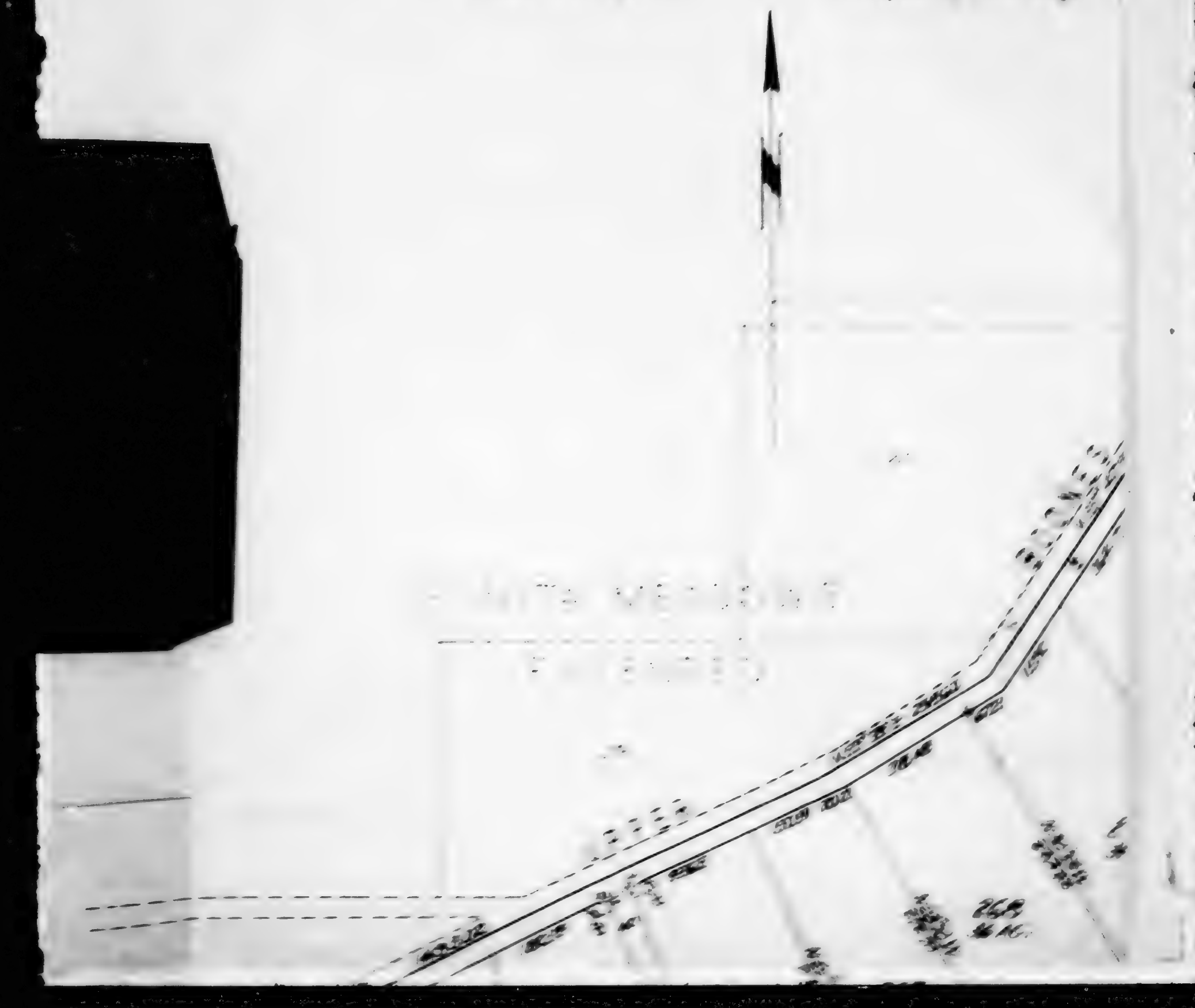
BRYANT ACRES PL.

SITUATED IN

SECTIONS 7 AND 8, T. 2 S., R. 1 E., W.M

Scale 1" = 200 feet

Surveyed by D J Sage



BONITA MEADOWS
EXTENDED

21

29

32

BOONES

UPPER

N 55° 28' E 298.60

N 33° 47'

264.17

113.92

67.21

218.48

150.91 201.2

193.65

N 30° 59' W 640.49

N 28° 10' W 676.70

268
36 AC.

267
31 AC.

266
30 AC.

265
23 AC.

264
20 AC.

263
14 AC.

262
38 AC.

261
41 AC.

260
38 A

N 63° 45' E 1493.02

298.34

182.39

N 19° 36' W 446.80

457.09

N 22° 52' W 233.83

N 10° 41' W 381.93

N 13° 40' W 247.10

445.59

449.47

280.

251.25

266.98

137.49

110.

25A.

N 89° 20' 30" W 1189.13

center Sec. 7

N 89° 20' 30" W 404.47

835.60

N 53° 12' 40" E 471.60

N 64° 08' E 780.22

N 0° 15' 30" W 342.38

N 89° 34' 30" W 20

N 42° 57' 30" W 417.20

150

N 76° 12' 30" E 148.49

INVERURIE RD

249

246

(MKT. RD. 31)

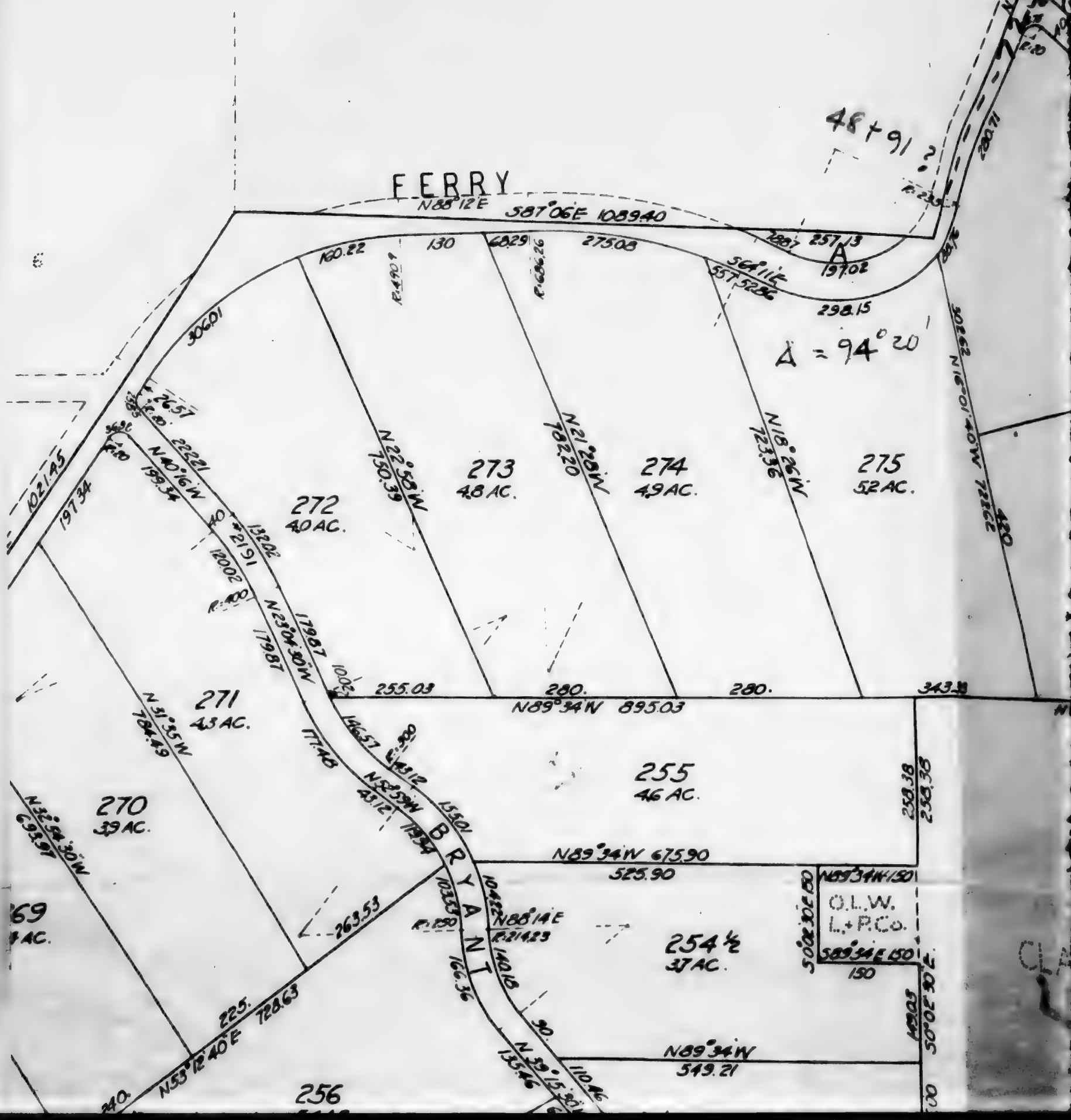
LAKE FOREST

53 2 1 70 69 2 1

3 4 5

AT 4

Platted Course (1930) is not
Common to the R/W establishe
thru legal proceedings in 1924.
Dedication by this plat has the
effect, in title, of adding to the
public R/W



Δ = 94° 20'

N 16°01'40"W 722.62

N89°34W 895.03

N89°34W 675.90

525.90

N89°34W 549.21

N89°34W 392.56

269.94

122.62

N89°34W 150

S0°26'30"E 150

589°34'E 150

150

O.L.W.
L.+P.Co.

CLA

BRYAN

BRYANT ACRES

272
40 AC.

273
48 AC.

274
49 AC.

275
52 AC.

271
43 AC.

270
39 AC.

255
46 AC.

254½
37 AC.

254
37 AC.

256
54 AC.

257
5.4 AC.

258
5.5 AC.

253
4.35 AC.

259
36 AC.

250

251

252

239

240

135

134

133

132

N22°50W 750.39

N21°28W 782.20

N18°26W 723.96

N40°16W 199.34

N23°30'30"W 179.87

N31°35W 784.49

N32°54'30"W 693.97

N53°12'40"E 728.63

N60°41'E 715.15

N65°15'20"E 682.36

N25°04W 300

N29°15'30"W 135.46

N26°43'30"W 301.83

S66°15W 574.51

S66°15W 613.08

N89°34'30"W 763.88

N89°34'30"W 791.40

N89°59'30"W 289.32

S0°26'30"E 1322.00

S0°26'30"E 1322.00

S0°26'30"E 1322.00

39+44 ?

d Course (1930) is not
to the R/W established
/ proceedings in 1924.
by this plat has the
tle, of adding to the

ROAD (MKT. RD. 31)

COUNTY ROAD

48+91 ?

10+2354

6 Set Initial Point Stone
Post 285.48
285.43

S89°21'W 3960
1655.0

7 8

279
58 AC.

278
71 AC.

277
58 AC.

276
74 AC.

274
49 AC.

275
52 AC.

255
46 AC.

254½
37 AC.

N62°12W
656.31

N21°29E 1068.40

291.54

552.74

638.44

636.27

S0°02'30"E 1712.86

N81°26'30"E
686.73

N16°01'40"W 722.62

420

N18°26'W
723.36

S64°11'E
557.52

298.15

A = 94°20'

197.02

257.13

288.76

280.71

1089.40

275.05

352.54

20

280.

343.38

650.

N89°34W 933.38

N89°34W 895.03

259.38

259.38

N89°34W 675.90

525.90

N89°34W 150

S0°02'30"E 150

O.L.W.
L.+P.Co.

S89°34E 150

150

S0°02'30"E 420.5

N89°34W
549.21

CLACKAMAS
COUNTY

S64°11'E 197.02
S.T. 528.6
298.15
Δ = 94° 20'
N16°01'40"W 722.62
302.62
58 AC.
N81°26'30"E 686.73
N21°28'W 782.20
N18°26'W 723.36
274 4.9 AC.
275 5.2 AC.
276 7.4 AC.
420
20
280.
280.
343.38
650.
N89°34'W 895.03
N89°34'W 933.38
255 4.6 AC.
258.38
258.38
N89°34'W 675.90
525.90
N89°34'W 150
S0°02'30"E 150
O.L.W. L.+R.Co.
S89°34'E 150
150
254½ 3.7 AC.
CLACKAMAS COUNTY
N89°34'W 549.21
525.00
375.97
254 3.7 AC.
110.46
65.
W A Y
233.01
205.60
R=300
N89°39'30"W 289.32
97.76
N89°34'W 392.56
269.94
122.62
55.90
253 6.35 AC.
244.94
301.63
N26°43'30"W
R=50
82.85
284.9
S0°10'30"E 300.
16.23
R=200.4
BRYANT ACRES
135 134 133 132 131 130 129 128
¼ corner
2354
15W 574.51
15W 613.00
251 252
250
No 571.

KNOW ALL MEN BY THESE PRESENTS, that "The Oregon Iron and Steel Company" a corpo
organized and existing under and by virtue of the laws of the State of Oregon does hereby make establish a
the annexed map a true and correct map and plat of BRYANT ACRES PLAT 4 as described in the accom
surveyors certificate all tracts being of the dimensions shown on said map and all roads of the widths therein set fo
and said "The Oregon Iron and Steel Company" does hereby dedicate to the use of the public as public w
forever all roads shown on said map.

IN WITNESS WHEREOF "The Oregon Iron and Steel Company" in pursuance of a resolution of i
of directors, duly and regularly adopted, has caused these presents to be executed by its President and Secreta
and its corporate seal to be hereunto affixed this 19th day of July 1930.

In the presence of us as witnesses

Helen Pitts

Nan Trisbie

The Oregon Iron and Steel Co

by Paul C. Murphy Presid

by C. B. Rowe Secretar

STATE OF OREGON }
COUNTY OF MULTNOMAH } S.S.

BE IT REMEMBERED that on this 19th day of July 1930 before m
for said State and County appeared Paul C. Murphy and C. B. Rowe to me personally known to be Presid
Oregon Iron and Steel Company the corporation above named who being first severally sworn did say th
President and he the said C.B. Rowe is the Secretary of "The Oregon Iron and Steel Company" and
instrument is the corporate seal of said corporation and that the said instrument was signed and
by authority of its board of directors and they acknowledge said instrument to be the act and deed o

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my official seal the day

Notary
My comm

STATE OF OREGON } S.S.
COUNTY OF MULTNOMAH }

BE IT REMEMBERED that on this 19th day of July 1930 before me
for said State and County appeared Paul C. Murphy and C. B. Rowe to me personally known to be Presid
Oregon Iron and Steel Company the corporation above named who being first severally sworn did say th
President and he the said C.B. Rowe is the Secretary of The Oregon Iron and Steel Company and
instrument is the corporate seal of said corporation and that the said instrument was signed and
by authority of its board of directors and they acknowledge said instrument to be the act and deed o

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my official seal the day

Notary P
My comm

Approved July 22d 1930
L. P. Meldrum
City Engineer for Oswego Oregon

Approved July 23rd 1930
E. L. Pope
County Assessor

Approved July 22d 1930
L. P. Meldrum
County Surveyor

Approved July 2

Atlest

All taxes from 1919 to

Seal

f "The Oregon Iron and Steel Company" a corporation
the State of Oregon does hereby make establish and declare
NT ACRES PLAT 4 as described in the accompanying
on said map and all roads of the widths therein set forth
dedicate to the use of the public as public ways

I, D.J. Sage, b
correctly surveyed the
said survey is a stone
the herein described tr
County Oregon, and th
feet to the east line of
thence N89°34'W 933
feet thence S89°34'E 1
thence N89°34'W 122.
westerly on a curve to
feet to the point of tan
the right 118.23 feet, fi
20.00 feet to the east
N89°20'30"W 1189.13
Road thence N63°45.
feet, thence S87°06'E

nd Steel Company" in pursuance of a resolution of its board
ents to be executed by its President and Secretary
y 1930.

The Oregon Iron and Steel Company

by Paul C. Murphy President

D. J. Sage Secretary

Sub.

E-D that on this 19th day of July 1930 before me the undersigned a notary public in and
B. Rowe to me personally known to be President and Secretary respectively of The
amed who being first severally sworn did say that he the said Paul C. Murphy is the
The Oregon Iron and Steel Company" and that the seal affixed to the foregoing
that the said instrument was signed and sealed on behalf of said corporation
said instrument to be the act and deed of said corporation

t my hand and affixed my official seal the day and year first in this my certificate written.

D. G. Hill

Notary Public for Oregon.
My commission expires Jan. 28, 1933.

RE-D that on this 19th day of July 1930 before me the undersigned a notary public in and
. B. Rowe to me personally known to be President and Secretary respectively of The
amed who being first severally sworn did say that he the said Paul C. Murphy is the
The Oregon Iron and Steel Company and that the seal affixed to the foregoing
that the said instrument was signed and sealed on behalf of said corporation
s said instrument to be the act and deed of said corporation

et my hand and affixed my official seal the day and year first in this my certificate written.

S. G. Hill

Notary Public for Oregon.
My commission expires Jan 28, 1933.

1930 Approved July 23d 1930

C W Kruse County Judge.

W A Proctor County Commissioner.

1930 R A Wright County Commissioner.

Attest Donald Ryan County Clerk.

All taxes from 1919 to 1929 1/2 inclusive are paid

1930 E J Mass Sheriff

Jessie Paddock Deputy.

Seal

eing first duly sworn on oath depose and say that I am a surveyor by profession that I have
land represented on the annexed plat of BRYANT ACRES PLAT 4, that the initial point of
12" by 12" by 14" on the northerly line and 285.43 feet west of the northeast corner of Lot 279 of
act, the said initial point is the common corners of Sections 5, 6, 7, 8, T.2S., R.1E., W.M. Clackamas
at the plat is described as follows; Beginning at the above described initial point thence East 285.43
he Charles Brown Donation Land Claim thence S0°02'30"E along said east line 1712.86 feet
38 feet, thence S0°02'30"E 258.38 feet thence N89°34'W 150. feet thence S0°02'30"E. 150.
50 feet thence S0°02'30"E 525. feet to the north line of Bryant Acres tracts 128 to 159 inclusive,
2 feet, thence S0°10'30"E 300 feet to the northeast corner of Bryant Acres Plat 3, thence south-
the left having a radius of 280.4 feet a distance of 118.23 feet, thence S66°15'W 613.08
gency with a curve to the right having a radius of 280.4 feet, thence westerly on said curve to
ence N89°34'30"W 791.40 feet, thence N42°57'30"W 412.80 feet, thence N89°34'30"W.
line of Lake Forest, thence N0°15'30"W 312.32 feet to the center of said Section 7, thence
feet to the center line of County Market Road Number 31, also known as Upper Boones Ferry
E along said center line 1493.02 feet, thence N59°28'E. 298.60 feet, thence N33°47'E 1021.45
1089.40 feet, thence N21°29'E 1068.40 feet, thence S89°21'E. 197.60 feet to the place of beginning.

scribed and sworn to before me this 19th day of July 1930

D.G. Sage
Registered Professional Engineer 1415

L. C. Hill
Notary Public for Oregon
My commission expires Jan 28, 1933

Bonita Meadows

15' STRIP DEED 69-7001

#929

#929

A

B

C

D

E

19

20

21

386.62

386.62

112.62

112.62

112.62

112.62

112.62

112.62

456.62

489.12

489.12

N89°-43'W

A

B

C

25

26

222.62

222.62

222.62

222.62

222.62

222.62

244.38

244.38

244.38

244.38

489.12

489.12

489.12

489.12

MURRIETA RD.

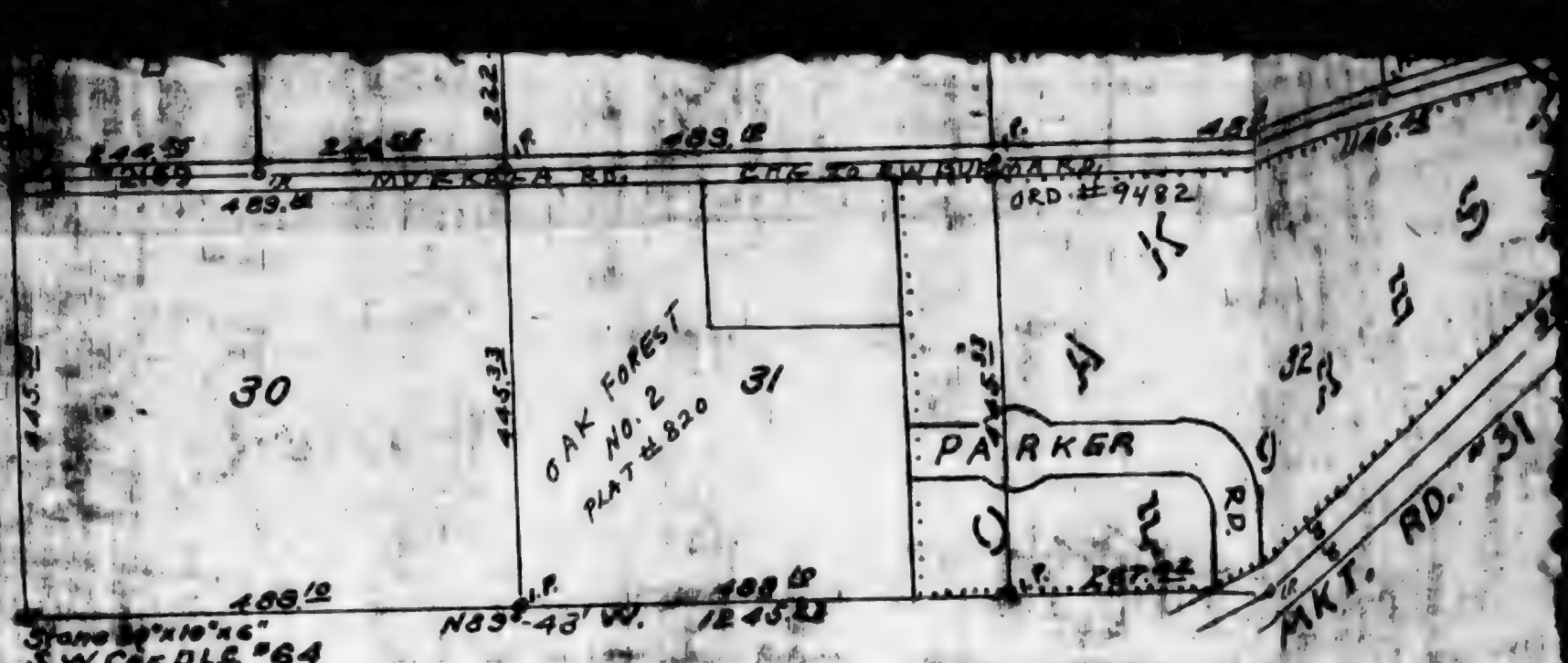
ORD. #9482

30

31

OAK FOREST NO. 2 #820

PARKER



DEDICATION

Know All Men By These Presents, that The Oregon Iron & Steel Company, of Portland, Oregon, a private corporation incorporated and existing under and by virtue of the laws of the State of Oregon, do hereby certify that it is the owner in fee simple of the land described on the accompanying map and plat, and it does hereby acknowledge and declare said map and plat to be the map and plat of Bonita Meadows Extended showing the lots numbered from 19-32 inclusive.

That the description of said property is more particulary described in the certificate of Henry A. Ayres Engineer hereto attached and The Oregon Iron & Steel Company, of Portland, Oregon, a corporation, does hereby dedicate to the public to be used as public thoroughfares and highways, the roads as described and laid out thereon.

In Testimony Whereof The Oregon Iron & Steel Company, of Portland Oregon, pursuant to a resolution of its Board of Directors duly and regularly passed has caused these presents to be signed by its President and its Secretary and its corporate seal to be hereunto affixed this 5th day of July A.D. 1911.

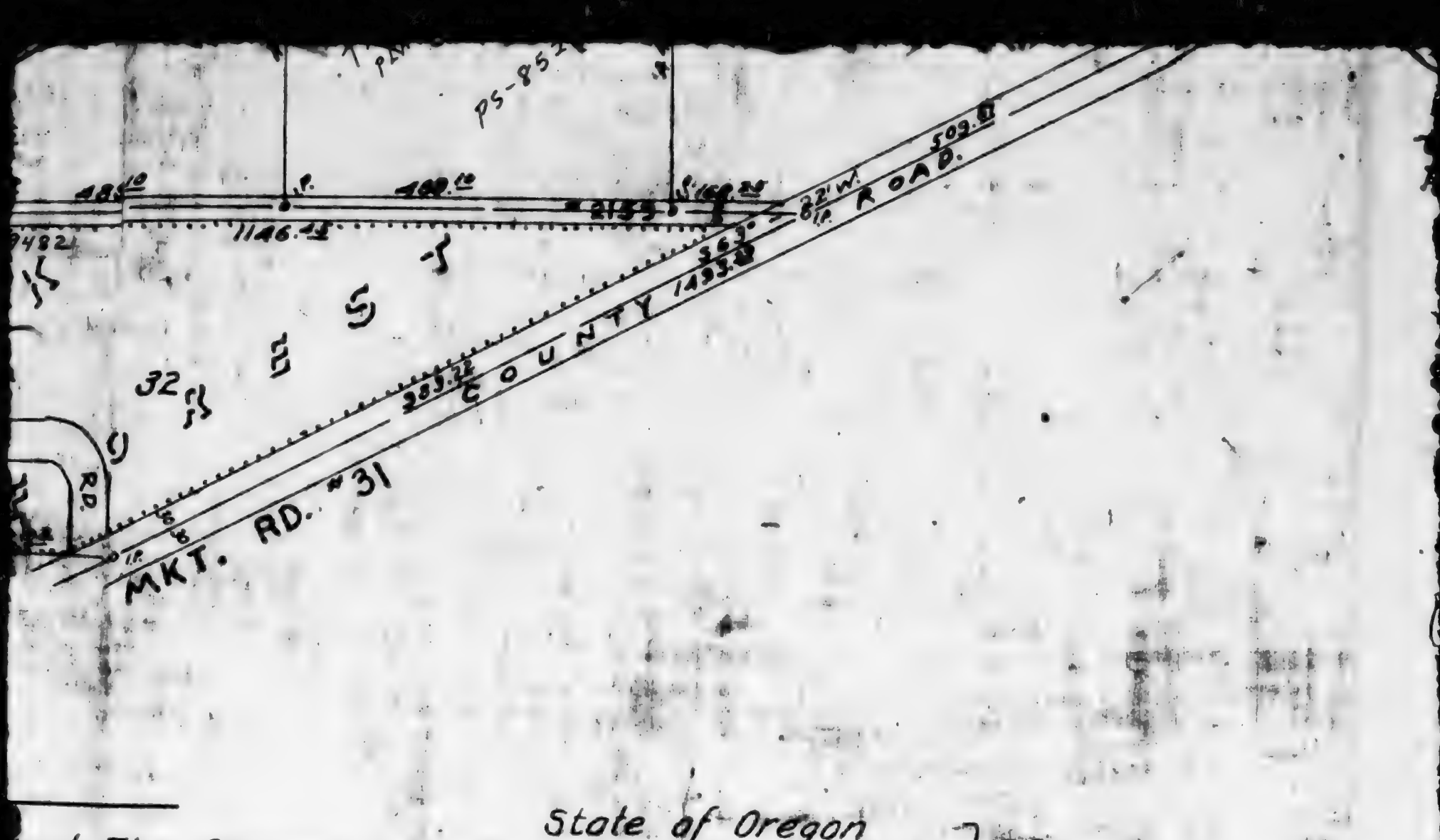
Executed in presence of.

A L Reddy

C B Woodworth

The Oregon Iron & Steel Co.
By W. M. Ladd
President

The Oregon Iron & Steel Co.
By [illegible]
Secretary



hat The Oregon
on, a private
der and by
gon, do hereby
e of the land
plat and it
oid map and
Meadows Extend-
inclusive.
y is more par-
Henry A. Ayres
n Iron & Steel
does hereby
c thoroughfares
and laid out

on & Steel Com-
resolution of
larly passed has
its President
al to be here-
1911
ron & Steel Co.
Ladd
ent

n & Steel Co.
etary

State of Oregon }
County of Multnomah } S.S.

This certifies that on this 5th day
before me the undersigned a Notary
the said County and State personally
M. Ladd and A.S. Pattullo President
respectively of The Oregon Iron &
Portland, Oregon, Whose names are
the foregoing instrument, both per
to me to be the individuals nam
in and Who executed said instrum
nowledged said instrument to be t
deed of said corporation, and the s
being duly sworn did say that h
said corporation and the said A.S
first duly sworn, did say that he
of said corporation and that the se
said instrument is the corporate se
oration and that said instrument w
sealed in behalf of said corporation
its Board of Directors.

In Testimony Whereof, I have here
hand and affixed my official seal the
first in this my certificate written

Notary Public

BONITA MEAD

In the Chart

Sectio

eadows

N 89°-35'E 1318.32'

I.P.

I.P.

I.P.

483.2'

483.2'

767.1'

21

22

23

24

PS-8363

PS-8363

PS-8650

427.5'

427.5'

427.5'

488.4'

I.P.

488.4'

I.P.

488.4'

I.P.

430.26'

43' W.

TALL PIRS
PLAT # 1432

27

28

29

PS-8526

PS-2110

445.5'

445.5'

445.5'

488.4'

I.P.

488.4'

I.P.

1146.4'

2135'

I.P.

509.8'

82' W.

I.P.

653'-05' W.

298.8'

COUNTY ROAD.

1495.8'

363'

283.32'

32

RD. #31

OWS EXTEND

es Brown Donation Land Claim #64.

7 T. 2 S. R. 1 E. Will. Mer.

Scale 200' : 1"

CERTIFICA

State of Oregon } S.S.
County of Multnomah }

I, Henry A. Ayres, being first duly swor
correctly surveyed the land represen
of Bonita Meadows Extended in the C
7 T. 2 S. R. 1 E. W. M. in the County of Clackam
marked with proper monuments the lo
started from a proper monument to wit

A stone with a cross on top which
the surface of the ground indicating the
location of said Initial Point being the s
D.L.C. #64 T. 2 S. R. 1 E. W. M.

The tract platted being described o
said Initial Point thence North 1337.12 feet
N89°-05'E 3213.92 feet to an iron pipe 1¼" in
intersection with the center line of the Co
line of the said County Road on a course of
thence following the center line of the
S 59°-05' W. 298.60 feet to an iron pipe, th
the said County Road on a course of 56
thence N. 89°-43' W. 1245.22 feet to the poin

Subscribed and sworn

APPEA

Notary Pu

thence ...wing the center line of ... t
S 59°-... ...88.5 feet to an iron pipe, t
the said County Road on a course of S
thence N. 89°-43' W. 1245.2 feet to the po

Subscribed and swor

Notary

L.G. APPERSON NOTARY PUBLIC STATE OF OREGON

of July A.D. 1911,
Public in and for
appeared William
and Secretary
Steel Company, of
subscribed to
sonally known
ed and described
ent and ack-
e free act and
id William M. Ladd
is President of
Poltullo, being
s the Secretary
l affixed to
ol of said corp-
as signed and
by authority of

unto set my
day and year

Appro

R.

By

Appro

S. a. D

Attest

CERTIFICATE.

ng first duly sworn do depose and say that I have
land represented on the annexed map or plat
xtended in the Charles Brown D.L.C. #64 in Section
County of Clackamas State of Oregon, that I have
onuments the land as represented, that I have
rionument to wit:-
oss on top which is .20"x10"x6" set six(6)inches below
nd indicating the Initial Point of said survey the
Point being the southwest corner of the Charles Brown

being described as follows. Commencing at the aforesaid
North 1337½ feet to an iron pipe 1½" in diameter; thence
iron pipe 1¼" in diameter said iron pipe being the
ter line of the County Road thence following the center
od on a course of S.33°-24'W. 685.5 feet to an iron pipe
nter line of the said County Road on a course of
n iron pipe, thence following the center line of
n a course of S63°-22'W. 1493.3 feet to an iron pipe,
feet to the point of beginning.

Henry A. Ayres.

cribed and sworn to before me this 5th day of July A.D.1911.

P. G. Patterson
Notary Public in and for the State of Oregon.

Approved July 6th. 1911.

R. B. Beeler County Judge.

W. M. Matlock County Commissioner.

...22½ feet to the point of beginning.

Henry A. Ayres.

Subscribed and Sworn to before me this 5th day of July 1911.

P. G. Lodgeman

Notary Public in and for the State of Oregon

Approved July 6th 1911.

R. B. Beeler County Judge

W. M. Watson County Commissioner.

J. Blair County Commissioner.

Approved July 6th 1911.

F. E. Jack Assessor.

By G. F. Johnson Deputy Assessor.

Approved July 6th 1911.

S. A. D. Hunsaker Jr. County Surveyor.

Attest: H. L. Lindsley County Clerk

DIRECTOR'S FILE

Box 300
Salem OR 97308

April 9, 1975

1041PR/710.15

Oregon Federal-aid Secondary Program

Copies to: John McIntyre
Clackamas County

Roger Martin
State Representative

G. L. Green, Division Engineer

F. B. Klaboe
R. L. Schroeder
R. E. Royer

Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon 10RA

GMB
4-16-75

Attached is a copy of Mr. Baldwin's April 3, 1975 letter together with correspondence from the Columbia Region Association of Governments, the City of Lake Oswego, and Clackamas County Board of Commissioners supporting the programing of Secondary projects for improvement of FAS Route 943 in the Portland urbanized area. Also attached are copies of form PR-1 providing for Stage II programing of right of way acquisition funds for project SU-592(1) on this route.

The supporting material for this project appears adequate to permit Federal Highway Administration approval and authorization prior to the formal adoption of a transportation plan and program for the Portland urbanized area.

Approval of Project SU-592(1) is recommended. Two copies of the executed form PR-1 should be returned for our and the State's files. We anticipate early submission of a construction project involving use of Federal-aid Secondary funds in the development of this route.

Original Signed By
G. L. GREEN
Division Engineer

G. L. Green

Attachments
4-3-75 ltr, Baldwin to Green
3-28-75 ltr, Rice to Baldwin
3-25-75 ltr, Rice to Baldwin
3-20-75 ltr, Eppley to Baldwin
3-20-75 ltr, Board of Comm to Baldwin
PR-1 (3cys)

cc:
ODOT (G Baldwin)

RECEIVED
APR 11 1975
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
JACK GRAHAM

DIRECTOR'S FILE I
Hwys
CE

April 3, 1975

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Due to funding problems, it is necessary for us to request the advancement of a federal aid project in the Portland urbanized area of a scope greater than that permitted in Regional Administrator Lybecker's letter of March 25 concerning the certification of the Portland-Vancouver urbanized area.

The project to which I refer is the one entitled "South Tigard Interchange-Boones Ferry Road Section (Kruse Way)." This is a project located in Clackamas County which is to be funded with 1972 Federal Aid Secondary Funds. As you are well aware, the utilization of this particular source of funding will expire on June 30, 1975. Under the present Federal Aid Highway Act, secondary funds may not be used within urbanized areas. No other source of funds would therefore be available for this project in the foreseeable future.

In order to justify the certification of this project, I would like to bring to your attention the following: this is a project which was first instigated by Clackamas County in January, 1967 with a request to the Highway Division for a new federal aid secondary route to connect Interstate 5 with Boones Ferry Road. In 1969 the route was approved and placed on the federal aid secondary system as FAS 943. The route at that time was given the full endorsement of both CRAG and the City of Lake Oswego.

A corridor public hearing was held in December, 1969 and a design hearing in April, 1970. Design approval was

given by the Oregon State Highway Commission in September, 1970. Since that time a draft environmental impact statement, as well as a final, have been published and made available to the proper authorities and the general public. Presently, a final EIS is in Washington, D.C. for final approval.

As you can see, this project is one which has been under constant development for over eight years with the full endorsement of all governmental agencies concerned.

It is recognized that CRAG is in the process of developing a new land use and transportation plan for the Portland-Vancouver urbanized area. However, we have full documentation from all agencies concerned that Kruse Way is presently, and will be in the future, a part of the transportation system in the area.

Enclosed are copies of letters from the Columbia Region Association of Governments, the Board of Commissioners for Clackamas County, and the City of Lake Oswego confirming the compatibility of Kruse Way with their future land use and transportation plans.

Having reviewed the EIS for this project, Oregon's Department of Transportation is in full agreement with the need for construction of Kruse Way. Inasmuch as there is every indication this project will be in any future transportation plan, we request your approval for its advancement in normal procedure prior to the adoption of CRAG's revised transportation system for the Portland-Vancouver metropolitan area.

It is our opinion any future delay in the project which would jeopardize its funding is not justified on the basis of the information available. I would appreciate your giving this request immediate attention.

Sincerely,

George M. Baldwin
Director of Transportation

Enclosures

RLS:ab:jv

cc: Hon. Roger Martin
Clackamas County
Board of Commissioners

bc: Sam R. Haley
F. B. Klaboe
R. L. Schroeder
Robert E. Royer

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201
(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

MULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
Vancouver
Washougal

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

March 25, 1975

Mr. George Baldwin, Director
Oregon Dept. of Transportation
Highway Building
Salem, OR 97310

Dear George:

As you know, Clackamas County wishes to advance its project to construct Kruse Way by obligating certain Federal Aid Secondary funds before they expire on June 30, 1975. In order to do so, according to Mr. Glen Green's memorandum to you of March 20, 1975, the project must be the subject of a letter from CRAG indicating its conformance to the on-going planning process and forthcoming transportation plan and program. This letter intends to discuss such conformance.

Transportation planning currently underway at CRAG will produce an interim transportation plan in June of this year that makes efficient use of the existing highway system and recommends major investment in express transit facilities. The existing system comprehends a relatively few highway routes as being "committed", and Kruse Way is one of these.

Construction of Kruse Way will provide an access to Lake Oswego from the west for autos, transit, and bicycles, which does not conflict with surrounding low density residential land uses, now the case on Bonita Road. The draft bikeway plan contains a proposed route (#20) for commuter use on Kruse Way, linking western Lake Oswego to Tigard and Beaverton for bicyclists.

RECEIVED
STATE HWY ENG
MAR 27 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Transit service has been initiated by Tri-Met between Lake Oswego and St. Vincent Hospital. It is routed currently on Lesser and Kerr Roads to serve Portland Community College; however, Kruse Way would provide a more direct route from western Lake Oswego and the developing northwest corner of Clackamas County to Tigard and Beaverton, and to the proposed West Portland park-and-ride station.

As discussed in the Environmental Impact Statement for Kruse Way, auto traffic is causing serious problems on Bangy and Bonita Roads. The Tigard-Lake Grove subarea analysis, which your staff performed, showed the substantial relief to local auto problems that Kruse Way would provide.

The PVMTS transportation plan shows an extension of Route 217 easterly, passing north of Lake Oswego and crossing the Willamette River. This route and the plan have been disclaimed by local officials, and current transportation planning does not contain any such facility. Kruse Way can provide logical access from Lake Oswego to I-5 and westward via Route 217 without posing the threat of a major bypass or river crossing.

Because of Kruse Way's provision of relief to local traffic problems, its inclusion in the draft bikeway plan, and its potential for local and express transit usage, I find that it does conform to CRAG's ongoing planning process, and that it will be contained in the forthcoming transportation plan and program.

Please let me know if any further action is required on my part for this project to be expedited.

Sincerely,

Larry Rice
Executive Director

kt
cc: Commissioner Stan Skoko
John McIntyre

RECEIVED
MAR 26 1975
OFFICE
DIRECTOR of TRANSPORTATION

CITY OF LAKE OSWEGO

CITY MANAGER'S OFFICE

March 20, 1975

Mr. George Baldwin, Director
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

3-25

Dear Mr. Baldwin:

Due to the re-study of the land use and transportation plan for the Portland-Metropolitan area, questions have arisen concerning the compliance of Kruse Way with future transportation plans.

The City of Lake Oswego has conducted an updating of their land use projections and resulting transportation plan and these clearly indicate a need for the Kruse Way facility.

I, therefore, find Kruse Way to be fully acceptable and in compliance with our future planning growth and objectives. We fully endorse this project as being necessary for the proper growth in our area.

Very truly yours,

Donald B. Eppley

DONALD B. EPPLEY
City Manager

md
cc: Clackamas County Public Works
DPW

RECEIVED
STATE HWY ENGR
MAR 25 '75
REFER TO
FOR
Info Inves R/D D.R Spec Act

RECEIVED
MAR 21 1975
OFFICE
DIRECTOR of TRANSPORTATION

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

655-8581

THOMAS D. TELFORD, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

March 20, 1975

3-25

Mr. George Baldwin, Director
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Due to the re-study of the land use and transportation plan for the Portland Metropolitan area, questions have arisen concerning the compliance of Kruse Way with any future transportation plans.

Clackamas County has conducted an updating of its land use projections and resulting transportation plan and these clearly indicate a need for the Kruse Way facility.

We, therefore find Kruse Way to be fully acceptable and in compliance with our future planning growth and objectives. We fully endorse this project as being necessary for the proper growth in our area.

BOARD OF COUNTY COMMISSIONERS

Thomas D Telford
Chairman

Commissioner

Stan Skoko
Commissioner

BCC/ls

RECEIVED
STATE HWY ENG'R
MAR 25 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUITE 2300 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

RECEIVED
STATE HWY ENG
MAR 25 '75
REFER TO
GGF
FOR
Info | Inves | R/D | D/R | Sign | Act | File

March 24, 1975

Mr. Harold Brauner, Director
Land Conservation and
Development Commission
1175 Court Street NE
Salem, Oregon 97310

Dear Mr. Brauner:

This letter constitutes the request of the Oregon Environmental Council and of several individuals who live in the vicinity of a proposed federal-aid secondary highway known as "Kruse Way" (FAS 943) for a determination whether Kruse Way is an activity of statewide significance for which LCDC permit is required. The statute authorizing this request and requiring a response is ORS 197.425.

ORS 197.400 provides that " . . .[P]ublic transportation facilities" may be activities of statewide significance. ORS 197.410 provides that

> "No project constituting an activity of state-wide significance shall be undertaken without a planning and siting permit issued under ORS 197.415."

The statute further provides that no state agency may engage or participate in or approve an activity of statewide significance unless a permit has been issued by the commission.

Kruse Way is a four-lane highway proposed to originate at the Tigard interchange of I-5, then to travel east through a rural neighborhood in east Clackamas County classified in the August 7, 1974 County Comprehensive Plan as Low Density Residential, and terminating at Lower Boones Ferry Road just north of the Lake Grove commercial district.

NOTED
E. B. KLABOE
NOTED
L. L. JOHNS

Although Clackamas County and the State Highway Department have prepared, for the Federal Highway Administration, an Environmental Impact Statement for this project, we believe that that impact statement has not given good faith consideration to either the social, environmental, demographic, or land use impacts of the project and that it has not, in good faith, addressed alternatives to the construction of the highway that should reasonably be considered. Moreover, our clients believe that opponents to this project have not been afforded the opportunity to contribute meaningfully to the decisional process that the National Environmental Policy Act contemplates, and that the state and county agencies engaged in the project have allowed political considerations to govern their decision.

Neither Clackamas County nor Lake Oswego has undertaken any land use planning to evaluate and accommodate the substantial development pressures that inevitably will accompany this project. Our clients are seriously concerned that this project may lead to substantial high density residential and strip commercial or industrial development, irreparably alter the rural character of the neighborhoods west of Lower Boones Ferry, bifurcate and destroy important natural and archeological resources, increase air pollution possibly to levels violative of the State and federal ambient air quality standards, and generate substantial pressure which may result in heavy commercialization of the downtown Lake Grove area.

By copies of this letter I am advising the County and State Highway Departments and the Federal Highway Administration of our opinion that this project may not lawfully proceed if you determine that it is an activity of statewide significance, and

unless you determine to issue a permit for this activity. By law the Commission has 60 days within which to make such determination. We request that the Federal Highway Administration not act further in this matter until this determination has been made. We believe that until such a determination is made, this project cannot lawfully proceed.

Moreover, we request that FHWA not provide federal assistance to this project until Section 102(2)(C) of NEPA and the hearing requirements of 28 U.S.C. § 128(a) have been complied with. Lathan v. Brinegar, Nos. 72-2932, 72-2974 (Sept. 27, 1974).

Our clients shall be pleased to furnish whatever documentation you require of the statements made herein, and request a public hearing on this matter so that the Commission may have the fullest possible degree of citizen participation. It is their hope that this Commission will afford them the fair hearing the state and county agencies have not provided, and will make a decision on the merits of this major land use issue, the secondary social, economic, and environmental effects of which may well be to destroy the character of a community.

If you have any questions about this matter, please contact me.

Very truly yours,

Frank Josselson

FJ:cw
cc: Mr. L. B. Day
Mr. Steven R. Schell
Mr. Fred Klaboe
Mr. Louis Lybecker
Mr. Glen Green
Mr. John McIntyre

8361

K

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

March 17, 1975

Bob Schroeder
Assistant State Highway Engineer
Highway Building
Salem, OR 97310

Please find attached copies of correspondence signed by the Board of County Commissioners (with appropriate personal notations) addressed to our Oregon Congressmen, which were sent airmail, special delivery as of this date.

It is hoped that these contacts will be useful in securing the necessary Federal approval prior to the April 1st deadline to ensure the construction of Kruse Way (FAS 943).

JOHN C. McINTYRE - Director of Public Works

/mak

Attachments

RECEIVED
STATE HWY ENGR
MAR 20 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

RECEIVED
MAR 19 1975
Office of

R. L. SCHROEDER

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
655-8581

THOMAS D. TELFORD, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

March 17, 1975

The Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20515

Clackamas County has been planning for the construction of a new highway facility (Kruse Way) from the South Tigard Interchange located on Interstate 5 easterly into the community of Lake Grove, which is now part of the City of Lake Oswego. With the ever changing Federal and State regulations, requirements for environmental inpact studies and the always present lack of local funds, this project has experienced many delays.

The Oregon Department of Transportation has approximately one and one-half million dollars of 1972 Federal Aid Secondary funds which they will grant us for the project. These funds, according to Federal regulations, expire and must revert to the Federal government if a project is not programmed for their use by June 30th of this year. Prior to programming, Federal regulations require local and Federal approval of an Environmental Impact Statement and acquisition of all right-of-way. We plan to acquire this right-of-way with the Federal Aid Secondary funds which, in itself, is time consuming. Prior to right-of-way negotiations, however, the Environmental Impact Statement must have all approvals.

The Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Columbia Regional Association of Governments and the Region X Office of the Federal Highway Administration have all understood the severe time restraints placed upon us and have cooperated to the fullest in granting the approvals. The last approval that must be obtained for this project will come from the National Department of Transportation.

We have been advised by the Regional Office of FHWA that they submitted copies of the Environmental Impact Statement for Kruse Way to Washington, D.C. on Friday, March 14, 1975. We have been informed that Norbert T. Tiemann, Federal Highway Administrator, and Benjamin Davidson, Assistant Secretary for Environment, Safety and Consumer Affairs, agencies of the National Department of Transportation, will be the responsibile parties for DOT review. We have also been informed by the Oregon Department of Transportation that if Federal approval is not forthcoming prior to April 1, 1975, the construction of Kruse Way will undoubtedly not occur, since there will not be sufficient time for purchase of right-of-way to meet the deadlines.

We would request on behalf of this Board, the many local, State and Federal agencies in this area that have worked diligently in pursuit of this project and, most importantly, the citizens of this County, that you use your office to do whatever is possible to gain Federal approval for us prior to April 1, 1975. This may appear that much effort will have to be put forth by the National Department of Transportation in a short period of time, but let us assure you that this effort will not exceed that which has been expended by the people of your State.

BOARD OF COUNTY COMMISSIONERS

Thomas D Telford
Chairman

Commissioner

Dan Ikerd
Commissioner

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

655-8581

THOMAS D. TELFORD, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

March 17, 1975

The Honorable Robert Packwood
United States Senate
Washington, D.C. 20515

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BOARD OF COUNTY COMMISSIONERS

Thomas D. Telford
Chairman

Commissioner

Commissioner

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
655-8581

THOMAS D. TELFORD, Chairman
ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

March 17, 1975

The Honorable Les AuCoin
The United States House of Representatives
Washington, D. C. 20515

Clackamas County has been planning for the construction of a new highway facility (Kruse Way) from the South Tigard Interchange located on Interstate 5 easterly into the community of Lake Grove, which is now part of the City of Lake Oswego. With the ever changing Federal and State regulations, requirements for environmental inpact studies and the always present lack of local funds, this project has experienced many delays.

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BOARD OF COUNTY COMMISSIONERS

Thomas D Telford
Chairman

Commissioner

Commissioner

Hi. I would appreciate your help in this matter. Our facility is greatly needed.
Bob.

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
655-8581

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ROBERT SCHUMACHER, Commissioner
STAN SKOKO, Commissioner

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BOARD OF COUNTY COMMISSIONERS

Thomas L. Telford
Chairman

Robert Bruno
Commissioner

Stan Stark
Commissioner

Dear Bob:

We are desperate on this - we need the road - Tooele County - we cannot afford to lose the $1,500,000 Federal (78%) F.A.S. funding level -

Thank you, Bob -

Stan

8261 SW 72nd Ave Int-SW Boones Ferry Rd Sec Beaverton-Tigard Hwys. (Grad.,pav.,sign & signal) 1975 #3

FINAL
ENVIRONMENTAL IMPACT STATEMENT

S. Tigard Interchange - Boones Ferry Rd. Sec.

(Kruse Way)

Clackamas County
Oregon

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF

FINAL ENVIRONMENTAL IMPACT STATEMENT
(Pursuant to Section 102(2)(c), P.L. 91-190)

Prepared By

Oregon State Highway Division
Environmental Section

S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION
(KRUSE WAY, FAS 943)
CLACKAMAS COUNTY, OREGON

1. This project is advanced by administrative action of Clackamas County in cooperation with the Oregon State Highway Division and the Federal Highway Administration.

2. The proposed project is intended to improve transportation service between Lake Oswego and westerly trip destinations through the provision of a direct arterial route between S.W. Boones Ferry Road and the South Tigard Interchange, a distance of 1.4 miles. Transportation service would concomitantly be improved for trip origins west of Interstate 5 and destinations east of the South Tigard Interchange. A corollary purpose of the proposal is to reduce the volume of traffic along Bonita Road and other local streets and thereby upgrade the residential livability of abutting properties. Furthermore, the project is designed to accommodate future traffic volumes generated by forecasted land use development in the Tigard-Lake Oswego portion of the Columbia Region Association of Governments planning area. The federal-aid secondary project provides for four twelve-foot travel lanes, a sixteen-foot curbed median, two-foot shy distance from the curbs, a

ten-foot Class I bikeway, and signalization at the South Tigard Interchange, Carman Road and S.W. Boones Ferry Road.

3. Summary of Environmental Impacts:

   a. Total right-of-way requirements for the project are approximately 23 acres as a result of the conversion of existing land uses to a transportation function. Of this amount, approximately 11 acres will be permanently displaced by the paved road and bikeway area. This permanent displacement represents a net loss of land currently serving as wildlife habitat and open-space or agricultural land. The remaining area within right-of-way boundaries will be capable of supplying terrestrial habitat for wildlife.

   b. Temporary siltation and minor increases in the turbidity of small creeks in the construction area may result until the exposed soils become stabilized. The severity of this water quality impact will depend on climatic conditions during and after the construction period and the effectiveness of soil stabilization measures.

   c. Alteration of the existing natural and rural landscape through excavation and filling procedures.

   d. Minor alteration of existing natural surface drainage.

   e. Increased land values.

   f. Facilitate the conversion of adjacent land from relatively undeveloped status to developed suburban or urban status.

   g. Implement the Kruse Way transportation proposal contained in the Clackamas County comprehensive land-use plan, adopted August 8, 1974.

   h. Improve the residential quality and livability of properties abutting Bonita Road and Bangy Road by upgrading air quality and

reducing noise levels through the diversion of traffic to the proposal arterial facility.

i. Increased traffic on the Beaverton-Tigard Expressway, Interstate 5, and the South Tigard Interchange.

j. Open up an essentially undeveloped area within an urbanized portion of Clackamas County formerly inacessible by car or other transportation modes.

k. Short-term increase in air pollution at heavily-traveled locations, such as the South Tigard Interchange. Ambient carbon monoxide standards are expected to be exceeded until 1976, but, thereafter, pollution levels are expected to gradually decline to levels that will be well below the standards by 1994.

l. Increased noise, at levels in excess of Federal Highway Administration guidelines, in 1976 and 1994.

m. Redistribute adverse air quality and noise level conditions from a residential area to an essentially undeveloped portion of Clackamas County.

4. Alternates: The Clackamas County Public Works Department, in requesting the State Highway Division to conduct a corridor location study of Kruse Way, felt that there was only one reasonable alternative if the project were built, and therefore recommended that the Highway Division study the proposed corridor connecting the Beaverton-Tigard Expressway with Boones Ferry Road in the vicinity of Galewood Street. However, a southeasterly corridor alternate suggested in public hearings also received comparative evaluation. Another alternative would be to not implement the proposed project.

5. a. Agencies and groups from which comments on the draft environmental statement were solicited:

Federal Agencies

U.S. Department of Agriculture
  Soil Conservation Service
U.S. Dept. of Housing & Urban Development
U.S. Environmental Protection Agency

State Agencies

Public Utilities Commission
Economic Development Division
Dept. of Environmental Quality
Dept. of Commerce, Housing Division
Executive Dept., Local Government Relations
State Soil & Water Conservation Commission

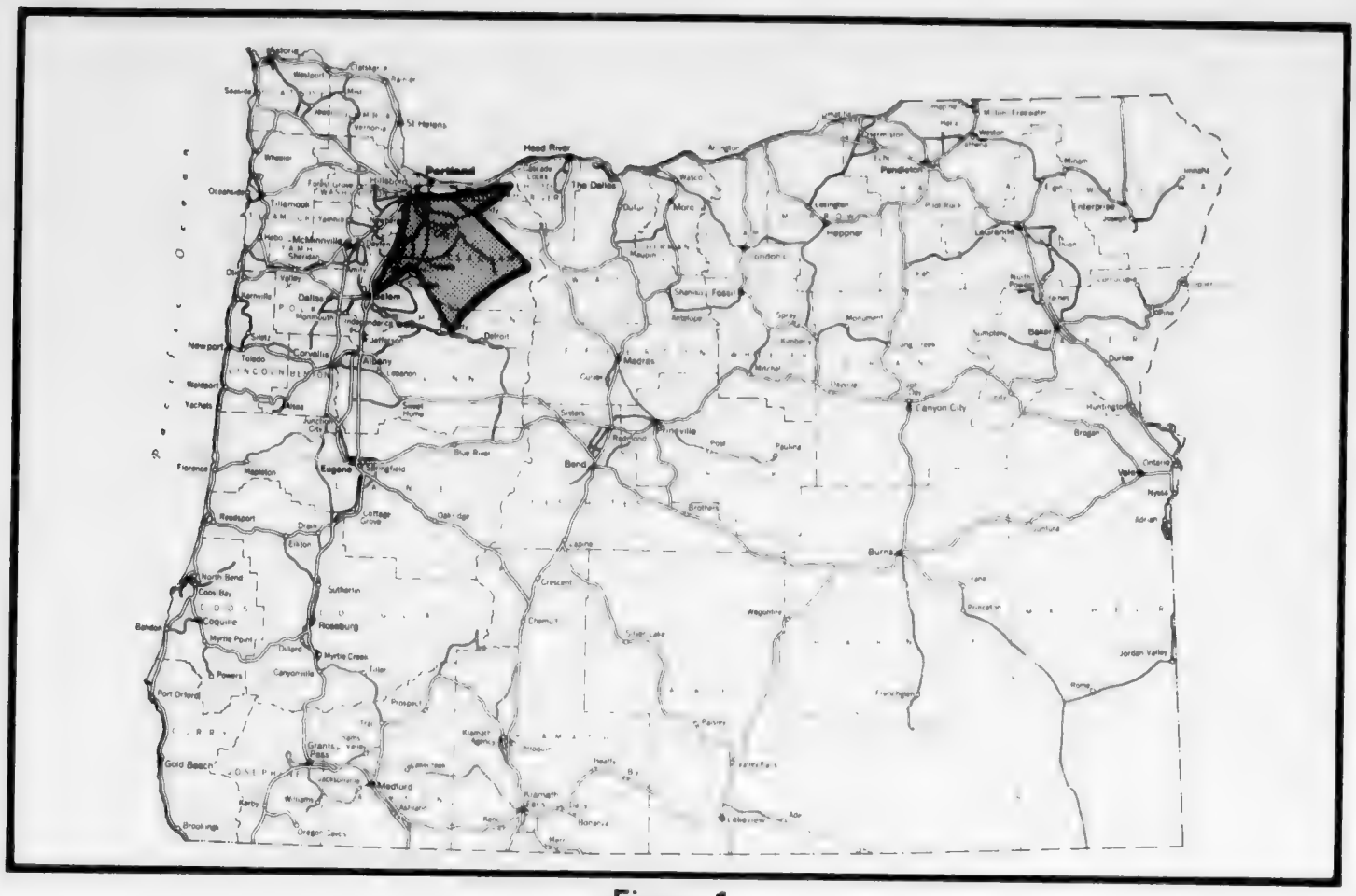
Other Agencies

Clackamas County
  Planning Commission
  Clackamas Environmental Council
  Board of Commissioners
Washington County
  Planning Commission
  Board of Commissioners
  Public Works Department
City of Lake Oswego
  Planning Commission
  City Council
  Public Works Department
Oregon Environmental Council
Lake Oswego Citizen's Group, Inc.
Columbia-Willamette Air Pollution Authority
Columbia Region Assoc. of Governments
Oregon Council of Architects

5. b. Agencies and groups commenting on the draft environmental statement (copies in Appendix D):

U.S. Department of Interior
Environmental Protection Agency, Region X
Office of the Governor
U.S. Department of Agriculture
  Soil Conservation Service
U.S. Coast Guard
Oregon Department of Environmental Quality
Oregon Environmental Council
Columbia Region Association of Governments
Save Our Streets Committee
League of Women Voters
Multnomah County Board of Commissioners
Tri-County New Politics
Lake Oswego Citizens Group

6. This environmental impact statement was made available to Council on Environmental Quality and the public on _____.


Portland
Salem
Eugene
Bend
Medford
The Dalles
Pendleton
La Grande
Baker
Canyon City
Burns
Ontario
Coos Bay
Roseburg
Grants Pass
Gold Beach
Port Orford
Coquille
Reedsport
Florence
Newport
Corvallis
Albany
Dallas
McMinnville
Tillamook
Astoria
Seaside
Hood River
Madras
Prineville
Redmond
Sisters
Crescent
Lakeview
Klamath Falls
Enterprise
Joseph
John Day
Condon
Heppner
Pilot Rock
Milton-Freewater
Umatilla
Boardman
Arlington
Wasco
Moro
Antelope
Shaniko
Fossil
Monument
Long Creek
Ukiah
Mitchell
Prineville
Sisters
Redmond
Bend
Sunriver
La Pine
Crescent
Chemult
Silver Lake
Fort Rock
Christmas Valley
Paisley
Lakeview
Alturas
Merrill
Malin
Tulelake
Klamath Falls
Chiloquin
Beatty
Bly
Yonna
Gilchrist
Crescent Lake
Diamond
Burns
Hines
Harney
Wagontire
Riley
Princeton
Frenchglen
Jordan Valley
Rome
Adrian
Nyssa
Vale
Huntington
Unity
Sumpter
Durkee
Halfway
Richland
Baker
North Powder
Union
Cove
Elgin
Imbler
Island City
La Grande
Summerville
Meacham
Pilot Rock
Pendleton
Mission
Umatilla
Hermiston
Irrigon
Boardman
Arlington
Lexington
Heppner
Ione
Condon
Fossil
Shaniko
Antelope
Madras
Culver
Metolius
Grizzly
Warm Springs
Simnasho
Maupin
Tygh Valley
Dufur
The Dalles
Wasco
Moro
Grass Valley
Kent
Tygh Valley
Maupin
Dufur
Mosier
Hood River
Parkdale
Odell
Dee
Mount Hood
Government Camp
Rhododendron
Zigzag
Welches
Sandy
Estacada
Molalla
Canby
Aurora
Donald
Gervais
Scotts Mills
Silverton
Mount Angel
Stayton
Sublimity
Lyons
Mehama
Gates
Detroit
Idanha
Mill City
Gates
Scio
Lebanon
Sweet Home
Foster
Waterloo
Lyons
Jefferson
Albany
Tangent
Shedd
Halsey
Harrisburg
Junction City
Monroe
Alsea
Yachats
Waldport
Toledo
Newport
Siletz
Otis
Lincoln Beach
Depoe Bay
Gleneden Beach
Lincoln City
Neskowin
Pacific City
Cloverdale
Tillamook
Oceanside
Netarts
Bay City
Garibaldi
Rockaway Beach
Wheeler
Nehalem
Manzanita
Cannon Beach
Seaside
Astoria
Warrenton
Hammond
Gearhart
Svensen
Knappa
Clatskanie
Westport
Clifton
Birkenfeld
Vernonia
Mist
Jewell
Timber
Scappoose
St Helens
Columbia City
Rainier
Clatskanie
Quincy
Deer Island
Scappoose
Vernonia
Banks
Buxton
Forest Grove
Cornelius
Hillsboro
Beaverton
Tigard
Tualatin
Sherwood
Newberg
Dundee
Carlton
Yamhill
Willamina
Grand Ronde
Sheridan
Dayton
Amity
Dallas
Monmouth
Independence
Falls City
Valley Junction
Kerrville
Airlie
Suver
Blodgett
Kings Valley
Alsea
Philomath
Corvallis
Albany
Lebanon
Scio
Jefferson

DESCRIPTION AND PURPOSE OF PROPOSAL

Project History

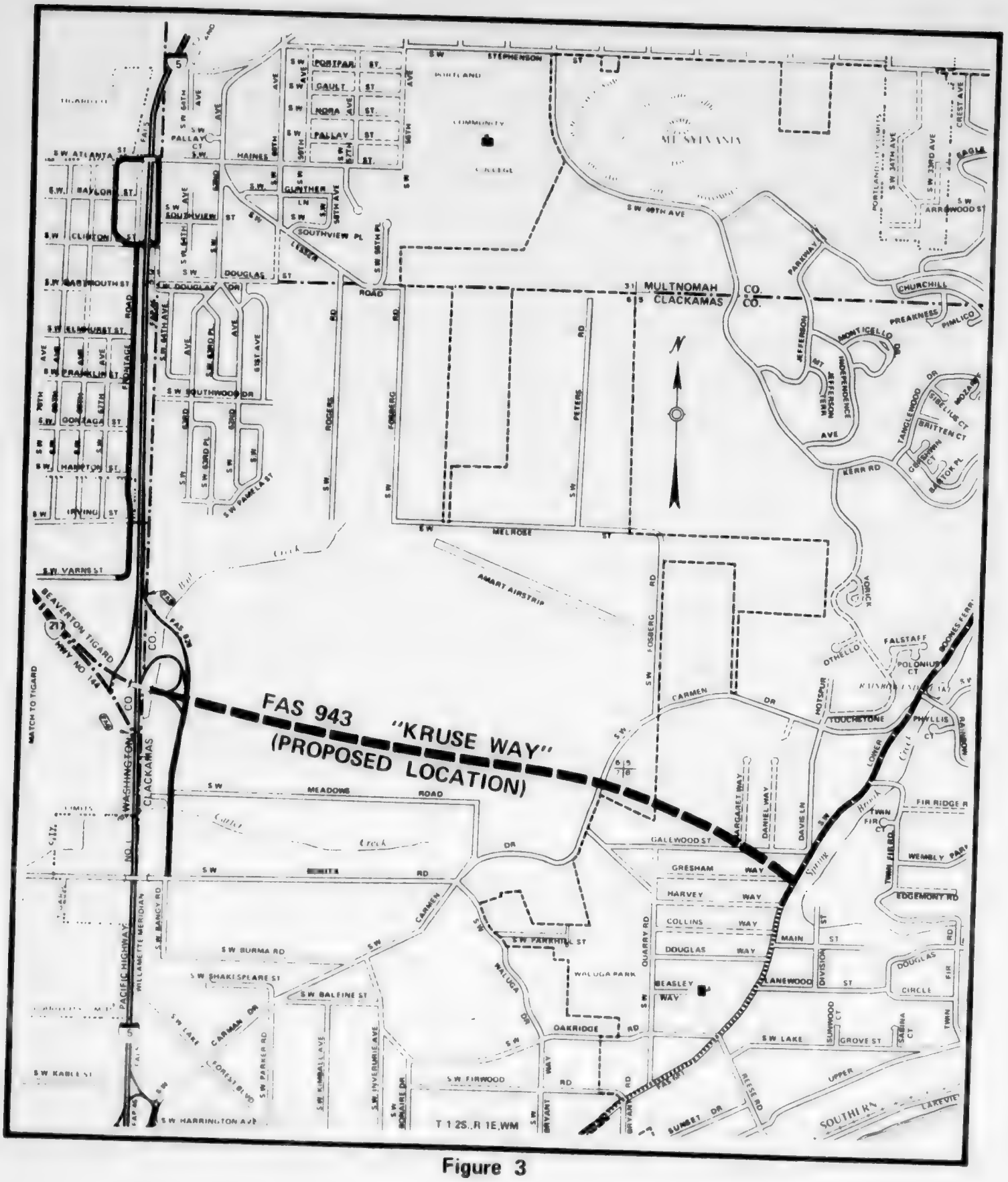
In January, 1967, Clackamas County submitted a request to the Oregon State Highway Division for a new Federal-Aid Secondary (F.A.S.) route to connect Interstate 5 with Boones Ferry Road. In 1969, the route was approved and placed on the Federal-Aid Secondary System as F.A.S. Highway 943 and was also known as South Tigard Interchange-Boones Ferry Road Section ("Bonita Route"). However, Clackamas County, assuming that the proposed facility would someday be wholly within the city limits of Lake Oswego, requested that the City provide a name for the proposed facility. Lake Oswego thereupon renamed the proposed highway project "Kruse Way". Corridor and the design public hearings held in 1969 and 1970 resulted in corridor and design approval by the State Highway Division.

Events leading up to the present with respect to the proposed project are outlined below.

1. August 7, 1969. F.A.S. Highway 943 (also known as Kruse Way) was placed on the Federal-Aid Secondary System.

2. April 18, 1969. The Executive Committee of the Columbia Region Association of Governments endorsed the corridor location of the project proposal.

3. November 25, 1969. The Lake Oswego City Council resolved to endorse and support Clackamas County's proposal for the establishment of a corridor route from the South Tigard Interchange to Boones Ferry Road.


FAS 943 "KRUSE WAY"
(PROPOSED LOCATION)
MULTNOMAH CO.
CLACKAMAS CO.
MT SYLVANIA
COMMUNITY COLLEGE
PORTLAND
SW STEPHENSON ST
SW 49TH AVE
SW DOUGLAS ST
SW ROGERS RD
SW FOSSBERG RD
SW PETERS RD
SW MELROSE ST
SW VARNS ST
SW ATLANTA ST
SW BAYLOR ST
SW CLIFTON ST
SW HAMILTON ST
SW FRANKLIN ST
SW CONDOR AVE
SW SOUTHWOOD DR
SW PALLAY ST
SW NORA ST
SW GUNTHER ST
SW SOUTHVIEW PL
SW 65TH AVE
SW 61ST AVE
SW 45TH AVE
SW 34TH AVE
SW 23RD AVE
SW ARROWOOD ST
CHURCHILL
PREAKNESS
PIMLICO
MONTICELLO DR
JEFFERSON
MT JEFFERSON TERR
INDEPENDENCE AVE
TANGLEWOOD DR
SIBELIUS CT
BRITTEN CT
GERSHWIN CT
BARTOK PL
KERR RD
FALSTAFF
POLONIUS CT
OTHELLO
HOTSPUR
TOUCHSTONE
PHYLLIS CT
CARMEN DR
LOWER
TWIN FIR CT
TWIN FIR RD
FIR RIDGE R
WEMBLY PARK
EDGEMONT RD
GRESHAM WAY
HARVEY WAY
COLLINS WAY
DOUGLAS WAY
BEASLEY WAY
MAIN ST
DIVISION ST
PLANEWOOD
DOUGLAS CIRCLE
SW LAKE
GROVE ST
SUNWOOD CT
SABINA CT
TWIN
SW GALEWOOD ST
SW MEADOWS ROAD
SW BURMA RD
SW SHAKESPEARE ST
SW BALEINE ST
SW LAKE
SW KABLE ST
SW HARRINGTON AVE
SW FIRWOOD
SW OAKRIDGE RD
SW PARKHILL ST
WALUGA PARK
SW WALUGA DR
SW QUARRY RD
SW CARMEN DR
SW BANGY RD
SW PARKER RD
SW KIMBALL AVE
SW INVERNESS AVE
SW BOMAIRE DR
SW BRYANT RD
SW BRYANT WAY
SUNSET DR
UPPER
SOUTH
LAKEVIE
SW PAMELA ST
SW 62ND PL
SW 63RD PL
SW 64TH AVE
SW 61ST AVE
SW 60TH AVE
SW 58TH AVE
SW 56TH AVE
SW 55TH AVE
SW 52ND AVE
SW 51ST AVE
SW 45TH AVE
SW 34TH AVE
SW 30TH AVE
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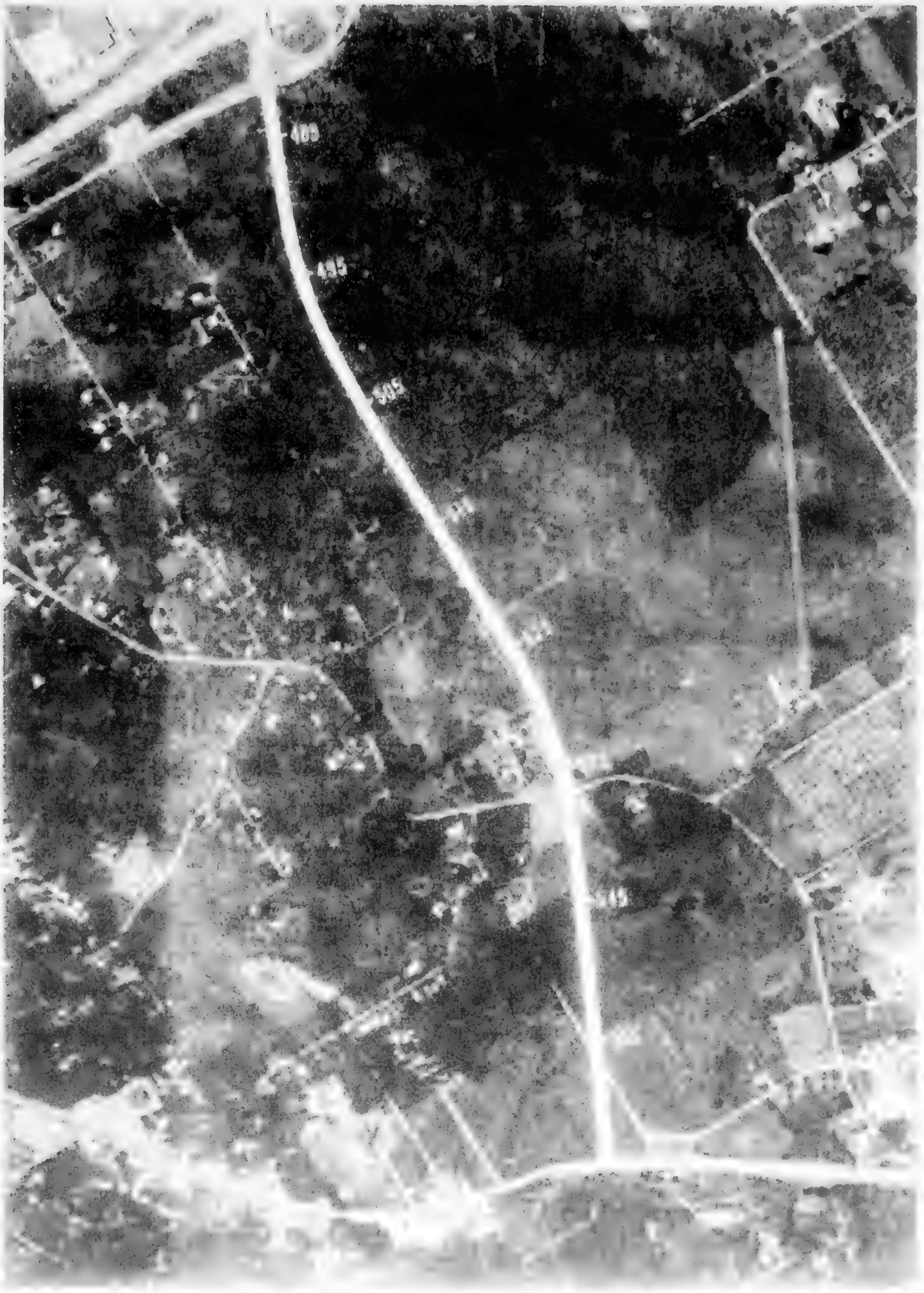
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4. December 9, 1969. A corridor public hearing was held on the proposal to establish a corridor route from the South Tigard Interchange to Boones Ferry Road.

5. February 20, 1970. Corridor approval was given by the Oregon State Highway Commission.

6. April 15, 1970. A design public hearing was held to establish the design characteristics of the proposed project.

7. September 15, 1970. Design approval was given by the Oregon State Highway Commission.

8. July 20, 1973. Draft environmental impact statement was made available to the Council on Environmental Quality and the public.

Purpose of Proposal

Clackamas County officials feel that there is a need for a local facility to connect the Lake Oswego and Lake Grove areas to Interstate 5 and the Beaverton-Tigard Expressway. The county has stressed that it does not intend to construct the proposed Kruse Way as a freeway, because such a facility would defeat the purposes a local arterial is intended to serve. It is intended that the proposal should serve the following purposes:

1. Provide a more direct route connection between Lake Oswego, Interstate 5, and Highway 217.

2. Reduce the traffic volumes on Boones Ferry Road between Lake Grove and Interstate 5, and on Bonita Road between Carman Drive and Bangy Road.

3. Accommodate projected growth in traffic volumes resulting from area development.

In the Comprehensive General Plan for Lake Oswego (Oregon, 1963), a map depicting future land use and roadway improvements shows a new 100-foot right-of-way from Interstate 5 to Carman Drive, between Meadows Road to the north and Bonita Road to the south. The traffic circulation plan is qualified

by the following statement from the 1963 Comprehensive General Plan Summary Report: "A system of major streets is to be improved or constructed to provide access between all sections of the planning area with a minimum of intrusion by through traffic into living areas." The Comprehensive General Plan, however, does not identify the Kruse Way (FAS-C 943) proposal as it is now located and designed, but it seems that the intended purposes of the route designated in 1963 are the same as those of Kruse Way.

In the 1972 environmental development plan for the Lake Grove-Tigard Expressway (FAS-943), the Lake Oswego Planning Commission considers the Kruse Way location and design features as now proposed.

The Clackamas County arterials plan[1] designates the proposed Kruse Way as a primary arterial. The arterial design standards utilized by Clackamas County are as follows: (1) guided access control; (2) traffic control at intersecting streets; (3) multi-lane development within the urban and suburban areas--two or more lanes within the rural and recreational areas; (4) space for parking on some routes: (5) minimum right-of-way width--90 feet; (6) width of travel lanes--12 feet; (7) width of parking lanes--10 feet; (8) width of shoulders, if uncurbed--2 to 8 feet; (9) left-hand turn refuges provided at intersection; (10) alignment with community and neighborhood boundaries. Primary arterial streets should border major shopping centers, parks, and other similar areas. Provisions should be made for safe pedestrian travel as well as for vehicular movement. The location of Kruse Way on the arterials map is the same as has been proposed in the Clackamas County Comprehensive Plan.

[1]Clackamas County Planning Department, Clackamas County Comprehensive Plan, rev. ed. (Oregon City, Oregon, Jan. 1973).

In the Portland-Vancouver Metropolitan Area Transportation Study, 1990 Transportation Plan, Interim Report, (Transportation Advisory Committee, 1971), there is no mention of Kruse Way. However, the "Lake Oswego Bypass" is considered. The bypass, which had a freeway designation on the 1990 Highway Test System, connected with Highway 217 at the South Tigard Interchange, and crossed the Willamette River via a new bridge to an intersection with McLoughlin Boulevard east of the river. The facility would have functioned as an easterly extension of the Beaverton-Tigard Expressway.

However, the Lake Oswego City Council has unanimously passed a resolution to eliminate a proposed bridge crossing the Willamette River from the Clackamas County Comprehensive Plan. Clackamas County has since amended its arterials plan, eliminating the Willamette River crossing, thereby negating the utility of the "Lake Oswego Bypass" freeway facility.[2]

Kruse Way was not considered in the Portland-Vancouver Metropolitan Area Transportation Study Plan for 1990, but it was included in the 1990 Gravity Model Test Network (G-5), which is the basis of the 1990 plan. A corridor approximating the alignment of the proposed Kruse Way is shown on the test network.

The Executive Committee of the Columbia Region Association of Governments (CRAG) in April of 1969 unanimously endorsed the Kruse Way proposal.

Proposed Project Characteristics

The Kruse Way project is proposed as a Federal-Aid Secondary Highway, and is being undertaken as a county project by Clackamas County.

[2]See the Clackamas County Comprehensive Plan: A guide to the Future of Clackamas County; August, 1974; page VII-6.

The project section begins at the easterly terminus of State Highway 217 (South Tigard Interchange), and terminates at Boones Ferry Road just south of Galewood Street in Lake Grove. The total length of this section is 1.4 miles.

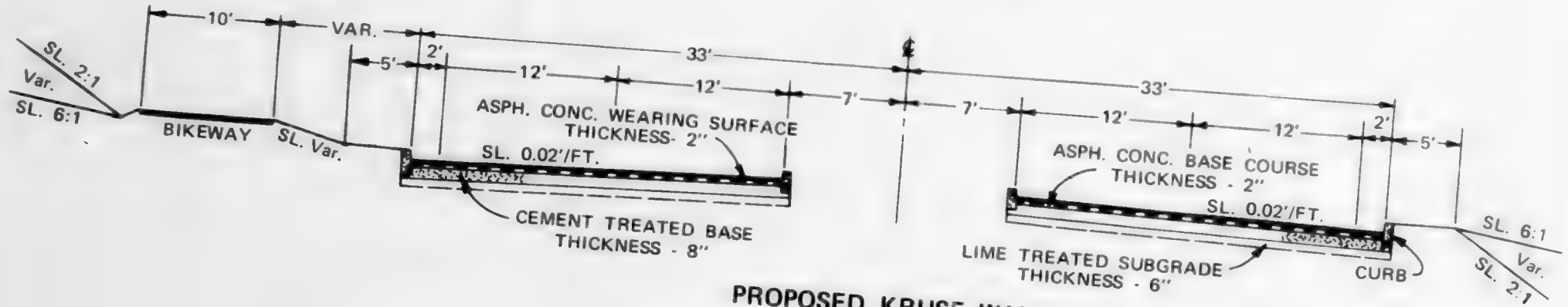
Proposal plans specify 68 feet between curbs consisting of four twelve-foot travel lanes, a sixteen-foot curbed median, two-foot gutter and curb sections, a ten-foot Class I bikeway, and left-turn refuges at major intersections with Carman Drive and Lower Boones Ferry Road. The Kruse Way connection is designed for a traffic volume capacity of 28,000 average daily traffic (ADT)[3] at a service level of "D" (at level of service D, traffic approaches unstable flow with tolerable delays). Partial control of access is planned for the facility, which means that the authority to control access is exercised to give preference to through traffic while permitting access connections with selected public roads and some crossings at grade and some private driveway connections. At this time, access points have not been determined. Specific access points will be located at the discretion of Clackamas County. Traffic control signals are planned for the Boones Ferry Road and Carman Drive intersections with Kruse Way, and there are to be signals at the ramp terminals of the South Tigard Interchange.

To improve vehicular movement and safety at the existing cloverleaf on-ramp connection to the I-5 overcrossing and the proposed Kruse Way facility, it is planned to extend the current point of intersection approximately 100 feet eastward. The extension will necessitate a 700-foot cut section with a maximum rise of 16 feet. Slope ratios along this section will not exceed

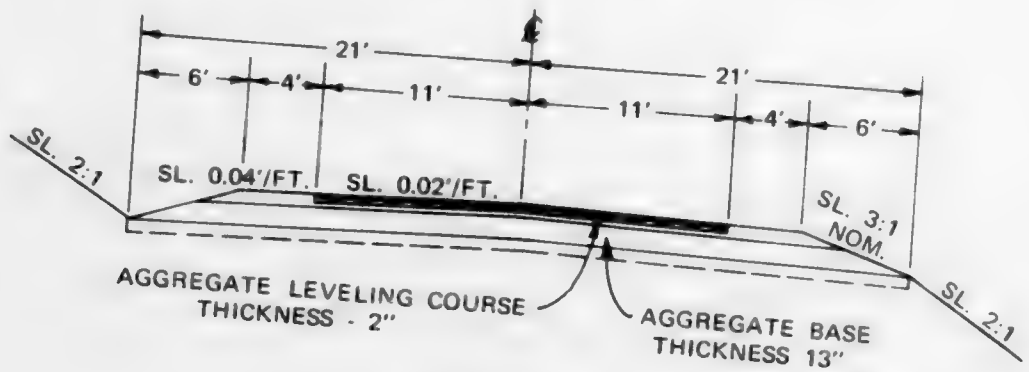
[3]The average 24-hour volume being the total volume during a stated period, divided by the number of days in that period. Unless otherwise stated, the period is a year.

Figure 4

TYPICAL SECTIONS



PROPOSED KRUSE WAY



CARMAN RD.

2 to 1 (two feet horizontal distance to one foot vertical distance). The cut will excavate approximately 21,000 cubic yards of earth material and expose about 21,400 square feet of surface area. In addition, project plans call for an additional lane on the southbound on-ramp to Interstate 5 and a third lane westbound along the Beaverton-Tigard Expressway between the South Tigard Interchange and the 72nd Street off-ramp; these improvements fall within existing highway right-of-way and would require minimal excavation work.

The average width of the right-of-way from the South Tigard Interchange to Carman Drive is 150 feet, and from Carman Drive to Boones Ferry Road, it is 120 feet. The west end of the project right-of-way will have a cut section approximately 1,350 feet long requiring a maximum vertical excavation of about six feet, and a fill section approximately 725 feet long with a maximum fill of about 23 feet. The east end of the project right-of-way will have a cut section about 700 feet long requiring a maximum vertical excavation of about 10 feet. All other cuts and fills are considerably smaller. Most slopes of these cuts and fills are designed for a ratio of 2 to 1--none will be steeper. Maximum road grade is 2.28%, occurring about midway in the project.

The right-of-way will require nearly 23 acres of land which is presently either undeveloped or in agricultural use. Of this amount 11 acres would be permanently displaced for road and bikeway purposes. The project involves 16 parcels of land which are in the ownership of 14 individuals, although there are no families to be relocated, nor are there structures to be cleared in the proposed right-of-way.

Projected traffic volumes for the proposed facility, based on the Tigard-Lake Oswego subarea traffic analysis,[4] range from a low of 11,300 average daily traffic (ADT) in 1976 near the Kruse Way-Lower Boones Ferry Road intersection to 28,200 ADT in 1994 near the eastern termini. These projetions take account of both traffic diversion from nearby roads and generation of new trips from future growth in S.W. Portland area.

Total cost of the project is approximately $2,000,000.

EXISTING ENVIRONMENTAL SETTING

Description of Physical Features

The Kruse Way study area has been delineated to encompass the land area between Interstate 5 on the west and the Willamette River on the east, and between the Multnomah-Clackamas county line on the north and the Lake Oswego south city limits on the south. (See land use map after page 15.)

Geology

The Kruse Way study area is located in the Willamette lowlands physiographic region, just north of Lake Oswego and west of the Willamette River. Much of this land is composed of undulating lowlands about 200 feet above sea level, and foothills and low mountains rising to a maximum elevation of about 780 feet above sea level.

The hills and low mountains are primarily consolidated rock (bedrock) of older and younger volcanic formations made up of lavas, and

[4]See Appendix C for a description of the basic methodology used in the traffic analysis.

older marine formations made up of sandstones and shales. The lowlands or valleys are geologically quite different from the uplands. Layers of unconsolidated material or semi-consolidated materials (valley fill) have been laid down in succession on the valley floor by fresh water rivers and lakes. Additional unconsolidated material has been deposited on the foothills of the area by wind. This wind-deposited material is generally referred to as "Portland Hills silt."

The surface and subsurface soils of the area to a depth of four or more feet are basically clayey silt. Surface drainage therefore is not good, and, due to the poor permeability of the soils, the water table lies two to three feet beneath ground level. The area is therefore not well-suited for subsurface sewage disposal. Because of the low cuts, 2 to 1 slopes, and preventative measures such as rock inlays, riprap, and slope drains, landslides are not expected to occur in the shale-clay and Portland Hills silt contact areas along the right-of-way. The construction of roads and building foundations on these soils would require that certain precautions be taken because of the poor stability of the soil and low shear strength.

The proposed Kruse Way project alignment primarily traverses valley fill or lacustrine deposits composed of clays, silts, and gravels. At the Carman Drive intersection, volcanic rock (boulders of Boring lava) occur at or near the surface, and range up to five feet in diameter. Ground water recharge will not be significantly affected by the proposed facility.

Aquatic Features

The natural drainage of water in the study area is shared by two drainage basins: the Tualatin River basin to the west and the lower Willamette River basin to the east.

Plate 2 Aerial [illegible] southeast from Lower Boone Ferry Road to South Tigard Interchange

Two creeks, Ball Creek and its tributary, Carter Creek, drain the western portion of the study area. These are in turn tributary to Fanno Creek, which flows into the Tualatin River. During field investigations made in January and June, 1974, the waters of Ball Creek and Fanno Creek located downstream of the project on the west side of I-5 were observed to be quite turbid, apparently due to removal of streamside vegetation, and deposition of fill near and in some cases directly into both creeks.

The western portion of the project traverses two small intermittent tributaries to Carter Creek; both tributaries are well covered with brush. During field observations early in the month of September, 1974, the westernmost tributary was completely dry. The easternmost tributary to Carter Creek is dammed below S.W. Meadows Road. Above the dam a small quantity of stagnant, oily water was observed. Numerous juvenile fish (red-side shiners of the minnow family) were observed in this section of the creek. There is no evidence of anadromous or resident salmonid fish species frequenting the Fanno Creek system.

The eastern portion of the project crosses one intermittent tributary to Spring Brook Creek, which drains southeasterly into Lake Oswego and ultimately into the Willamette River. The tributary enters Spring Brook Creek approximately 0.7 miles west of Lake Oswego. The proposed Kruse Way route crosses the tributary approximately 1.2 miles from the lake. Lake Oswego harbors warm water fish such as bass, bluegill, crappie, catfish and perch as well as a few resident trout and sturgeon. Although these fish except the sturgeon may frequent Spring Brook Creek to some extent, their incidence in this intermittent tributary is limited and not significant.

Climate

The climatic type of the project study area is classified as West Coast Marine. Temperatures are characteristically moderate, with the coldest month average temperature above freezing, and the hottest month average temperature below 70° Fahrenheit. Normally, the area has over 200 frost-free days during the year. Precipitation is usually from 40 to 60 inches per year, except where the Chehalem and Tualatin Mountains create a rain shadow. July, August, and September are considered dry months, with rainless periods sometimes exceeding one month. Nearly ninety percent of the annual precipitation occurs between October and May.

Vegetation and Wildlife Habitat Characteristics

Within the study area are found three basic vegetational types. These include woodlands, brush, and grasslands (which includes agricultural lands and landscaped urban area). The existing pattern of vegetation is largely the result of land development, surface drainage features, and current land-use policies aimed at retaining tree cover when possible.

The predominant woodland type is dominated by Oregon Oak with lesser amounts of Bigleaf Maple. Woodland stands dominated by Douglas fir are most frequent in the central and eastern portions of the study area. Riparian woodlans occur along the larger creeks (Fanno, Ball, and Carter) and are characterized by a mixed overstory of red alder, bigleaf maple, Oregon ash, and Douglas fir. Wooded lands cover approximately 50% of the study area. The remaining area is characterized by brush (20%) or grassland (30%) interspersed between the wooded area. The composition and structure of these vegetation types is shown in Table 1.

Plate 3. Carter Creek near I-5.

Plate 4. Clear-cut area (15-20 years old) just East of South Tigard Interchange.

TABLE 1

Composition and Structure of Vegetational Types of the Study Area

Woodlands

Deciduous Woodlands

Overstory — Oak/Maple — 35 to 50 feet high
- Oregon White Oak
- Bigleaf Maple

Middle story
- Oregon Oak
- Bigleaf Maple
- Pacific Dogwood
- Vine Maple
- Hazel
- Serviceberry
- Hawthorne

Understory
- Himalayaberry
- Snowberry
- Poison Oak
- Swordfern
- Salmonberry

Coniferous Woodlands

Overstory — Douglas Fir — 60 to 85 feet high
- Douglas Fir

Middle Story
- Douglas Fir
- Western Red Cedar
- Pacific Dogwood
- Serviceberry
- Vine Maple
- Osoberry
- Red Alder
- Red Huckleberry
- Ocean Spray
- Blue Elderberry
- Cascara Buckthorn

Understory
- Swordfern
- Wood Sorrel
- Poison Oak
- Cascara Buckthorn
- Salmonberry
- Trailing Blackberry
- Snowberry
- Oregon Grape

Brush

Middle story - Open, 10 to 20 feet high
- Hawthorn
- Ocean Spray
- Bitter Cherry
- Ninebark
- Crab Apple

Understory
- Himalayaberry
- Wood Rose
- Poison Oak
- Salmonberry
- Scotch Broom
- Ocean Spray
- Evergreen Blackberry
- Ninebark
- Multiflora Rose
- Various Grasses and Forbs

The habitat of the study area has good external and internal characteristics.[5] Woodlands and brush provide a variety of foods and dwelling places exist where cover is greatest. Much of the grassland, where cover is scarse, is still utilized by wildlife because of the edge created by nearby woods or brush.

Previous and ongoing land development has restricted the value of these relatively natural conditions to wildlife. These limitations have restricted the ability of certain species to subsist in the area because they are no longer able to find: 1) sufficient concealment, 2) the required habitat conditions, 3) sufficient cover to avoid natural enemies, and 4) sufficient seclusion to screen their activities from man-made disturbances. Such limitations have the greatest effect on species which do not usually occur in dense populations, are wide ranging, require freedom of movement to escape enemies, or are not easily concealed. It can be concluded that continued development will certainly restrict the long-term importance of this area to wildlife.

Table 2 is a listing of the more commonly known wildlife species in the study area. It is by no means a complete inventory but is intended to set forth those species most recognized by the general public.

There are no threatened or endangered species of mammals, birds, or fish reported in the study area nor were any observed. None of the existing wildlife habitat of the study area has been classified as a "Critical Priority Area" by the State of Oregon.

[5]From the standpoint of providing wildlife habitat, the external characteristics of the vegetative cover (unit size, shape, relationship to other units, relationship to terrain, the amount of edge created with adjoining units and availability of natural resources, and intrinsic qualities found in any particular vegetational type) are equally important.

TABLE 2
COMMON WILDLIFE OF THE AREA AND THEIR HABITAT REQUIREMENTS

SPECIES	HABITAT		
	WOODLANDS	*BRUSH*	*GRASSLAND*
Opossum			
Raccoon			
Gray Squirrel			
Chickaree			
Deer Mouse			
Meadow Mouse			
Tree Mouse			
Woodrat			
Gopher			
Mole			
Skunk			
Chipmunk			
Gray Digger			
Brush Rabbit			
Weasel			
Scrub Jay			
Stellar's Jay			
Brewer's Blackbird			
Robbin			
Varied Thrush			
Bush Tit			
Chickadee			
Nuthatch			
Winter Wren			
Bewick's Wren			
Song Sparrow			
Towhee			
Hairy Woodpecker			
Downy Woodpecker			
Flicker			
Rufous Hummingbird			
Valley Quail			
Ruffed Grouse			
Screech Owl			
Nighthawk			
Tree Swallow			
Violet Green Swallow			
Horned Lark			
Redtailed Hawk			
Cooper's Hawk			
Sparrow Hawk			
American Goldfinch			
Cedar Waxwing			
White Crowned Sparrow			
Golden Crowned Sparrow			
Evening Grosbeak			
Chipping Sparrow			
Junco			
Savannah Sparrow			
Vesper Sparrow			
House Sparrow			

HABITAT

Preferred Resident — Preferred Winter

Preferred Summer — N Nest Site

Description of Cultural Features

Historical Setting

The history of transportation in the area to be served by Kruse Way begins long before the arrival of the white man and before the establishment of the trading outpost at the Willamette Falls by the Hudson's Bay Company in 1829. The Willamette River was the "highway" of many Pacific Northwest Coast indians in their canoes, and the banks on both sides were settled as far up river as the Falls at Oregon City by several branches of the Chinook tribe. Above the falls, and over the western horizon--the area drained by the Tualatin River--lived the Tualatin Indians who had a semi-nomadic culture and spoke a language quite different from the Chinooks. Their "highways" were trails which led to areas where the camas or wapato grew. But as summer came to an end, all roads led to the Willamette Falls, where dried camas was exchanged for salmon speared by the Chinooks. Little else is known of the Tualatins prior to white settlement.

The coming of the earliest white men brought the scourge of disease to the area; smallpox before the turn of the century and the "fever and ague" of 1830-33. The latter, presumably malaria, is estimated to have killed 90 percent of the Indians of the Willamette Valley. Those who survived presented a pathetic picture to the settlers who emigrated to the valley following the establishment of the Oregon Mission by the Methodist Church.

As more settlers came, the demand arose that the Indians be relocated outside the Willamette Valley. In April and May, 1851, the Board of Commissioners appointed by the United States government to treaty with the Indians of Oregon met the Indian leaders at Champoeg. To aid in these negotiations, a "Sketch of the Willamette Valley" was produced by

George Gibbs and Edmond A. Starling. The map indicates the boundaries of land purchased from the Indians. It also shows a trail from Oregon City to Hillsboro, and locates (somewhat crudely) Sucker Lake as well as the stream which feeds it and the one which drains it. The eastern boundary of "Territory Bought of the Twallaty Band of the Callapooya Tribe of Indians" starts at a place near the north landing site of today's Canby Ferry and runs north to "Sucker Lake" (the present Lake Oswego). The line then follows the crest of the hills on the east, north, and western side of the "Twallaty River," returning to the Willamette along Deer Creek, the south fork of the Yamhill, and the Yamhill River itself.

Although the Indians were not completely relocated on a reservation until 1880, there is no record of any revolt by the Tualatin Indians. Development of their hunting grounds as farms and towns moved steadily forward.

With the coming of settlers, there was a demand for lumber; on October 1, 1850, Albert Alonzo Durham arrived at what is now the City of Lake Oswego, and established a sawmill, powered by the fall of water from a small pond over the cliff of the river bank. Sucker Lake, as it was known then, has been described as only an "algae-choked pond two-and-one-half miles long". A paddle-wheeled tugboat boomed logs in the scum-filled lake. (Oregonian, October 9, 1960.) A dam was installed to provide additional power, but the sawmill operation was soon eclipsed by "Oregon's Iron Dream".

Iron ore had been discovered in the hills surrounding the area in 1844, and by 1865, the Oregon Iron Company began production. Three hundred men were employed in the mine and smelter. In 1867, Oswego, "The Pittsburg of the West," produced the first iron manufactured west of the

Rockies. The company went through several reorganizations and eventually went out of business due to the low quality of the ore and constant involvement in legal disputes. Relics of the furnace stand today in the city park, a reminder of the past.

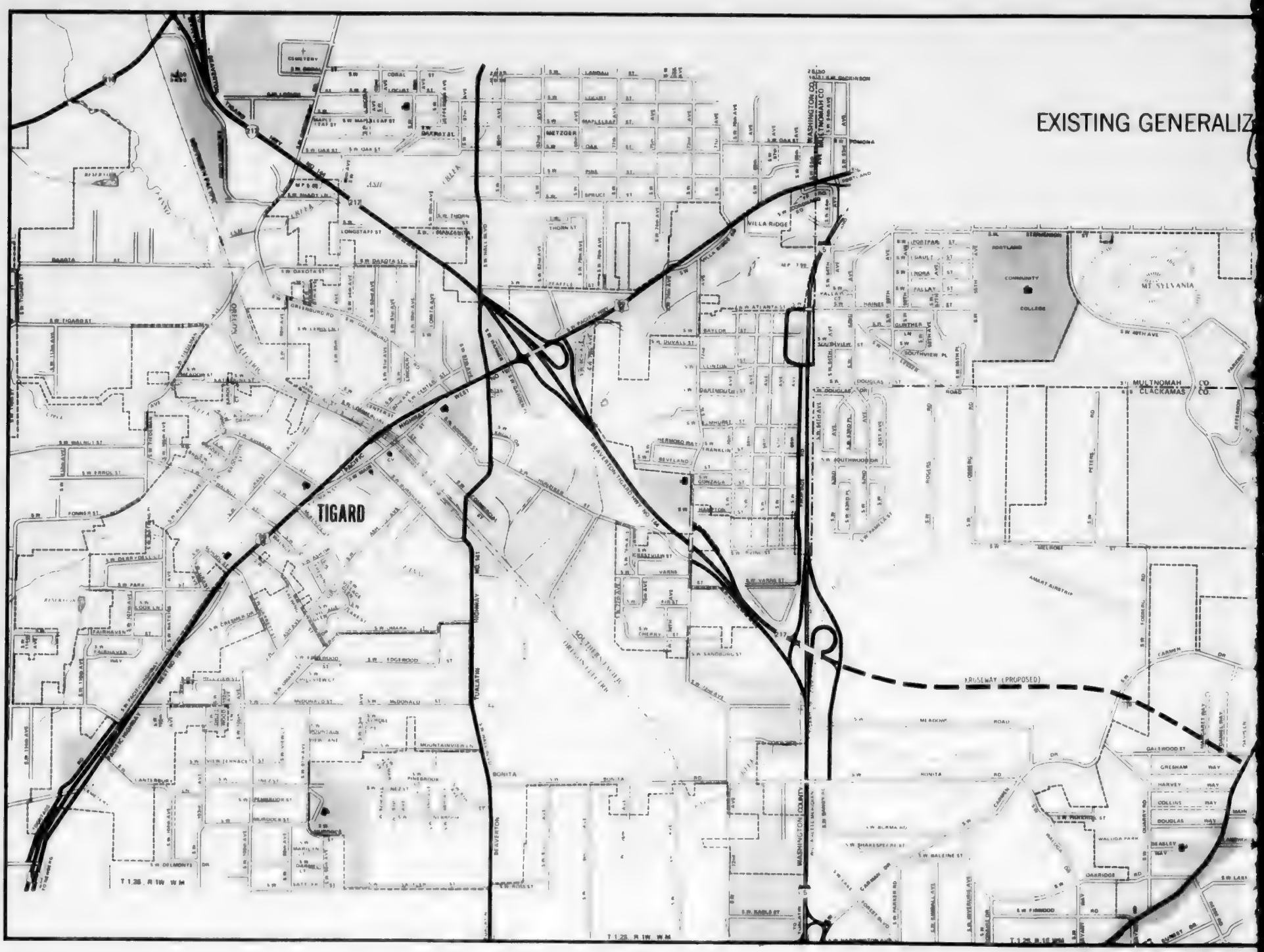
About 1913, promotion of the lake as a resort led to settlement around the lake, and eventually title to the lake itself was transferred to those who lived on its shores. Other parts of the area developed with fine homes along tree-lined streets. After the second world war, the "area really boomed as a bedroom of Portland," and, as Mary Goodall says in her book, Oregon's Iron Dream, "'The Pittsburg of the West' seemed a ridiculous description to apply to modern Oswego which prides itself on lovely homes and individuality rather than company homes, and on tranquility rather than the hustle of an industrial center".

Land Use

The study area is characteristic of suburban areas with residential, commercial, and some industrial land interspersed with farmsteads, woodlots, pastures, and vacant land. The area the proposed project traverses is boardered by residential development to the south, north, and east. Interstate 5 runs perpendicular to the western terminus.

Nearly 100 percent of the proposed project right-of-way will traverse either vacant land covered with shrubs, grasses, and mixed hardwoods (60%), or agricultural land (40%) comprised mostly of pasture and orchard.

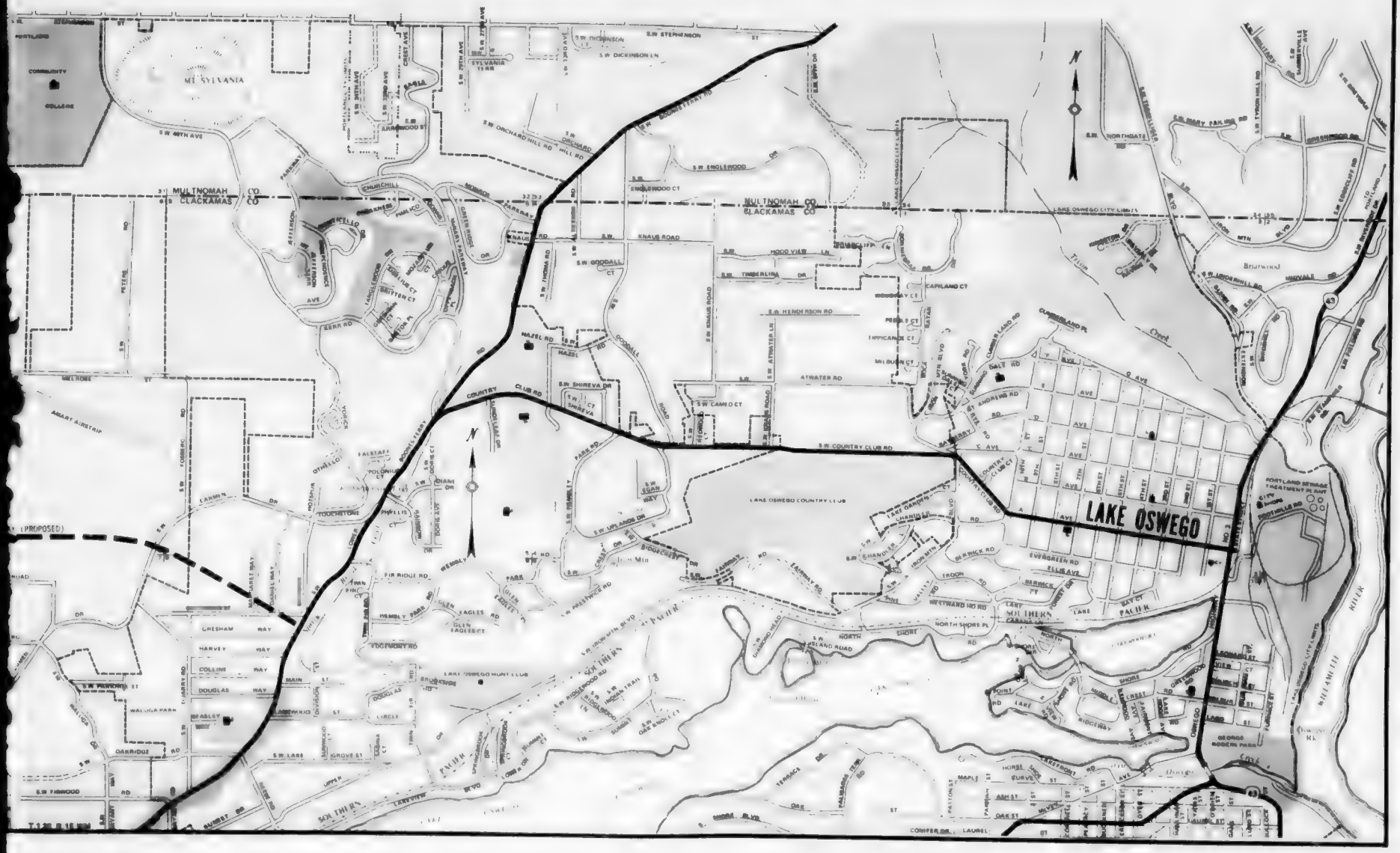
Residential land use accounts for approximately 50 percent of the total study area, with the majority of the housing units located in the Lake Oswego and Lake Grove neighborhoods. Most housing units in these neighborhoods are over 20 years old, with a few 50 years old or older. More recent


EXISTING GENERALIZ
TIGARD
PACIFIC HIGHWAY WEST
BEAVERTON
TUALATIN
WASHINGTON COUNTY
BONITA
ROSEWAY (PROPOSED)
MT SYLVANIA
COMMUNITY COLLEGE
MULTNOMAH CO.
CLACKAMAS CO.
T 1 2S R 1W W M

EXISTING GENERALIZED LAND USE

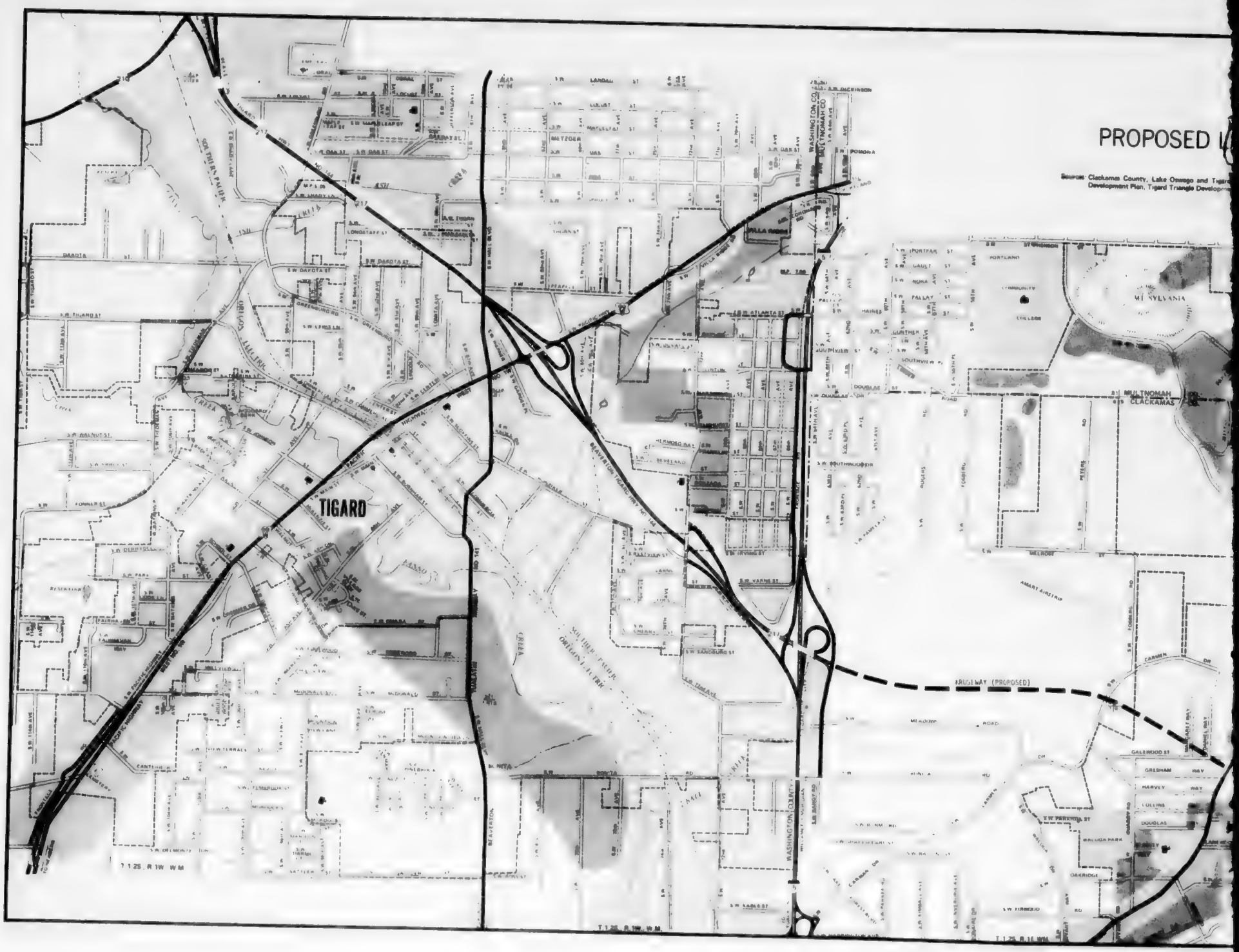
LEGEND

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC SERVICE
- PARKS AND OPEN SPACE
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY



residential development has occurred in Southwood Park and Mountain Park neighborhoods. Mountain Park is the larger of the two neighborhoods and is undergoing rapid growth. It is a planned unit development in northwestern Lake Oswego, which provides for a range of single-family units, multiple-unit apartments, and condominians with ample space devoted to open space and community recreation. Most of the commercial land uses are restricted to downtown Lake Oswego and the Lake Grove commercial strip, and industrial land use is primarily confined to downtown Lake Oswego just west of the Willamette River and west of I-5 between Highway 99W and the Beaverton-Tigard Expressway. A majority of the developed recreational land is located in Mountain Park, in Lake Oswego, and just northwest of Lake Oswego (Tryon Creek State Park). None of this land is required for the proposed project.

Currently, the study area is within the four planning jurisdictions of Lake Oswego, Clackamas County, Washington County, and Columbia Region Association of Governments (CRAG). About one-third of the proposed Kruse Way project area on the east is under the planning jurisdiction of Lake Oswego, and two-thirds on the west is under the planning jurisdiction of Clackamas County. The Clackamas County long-range plan provides for a limited amount of commercial development in the area just southeast of the South Tigard Interchange. The area to the north and south of the proposed route has recently been rezoned to medium- and low-density residential development (I-5 units/acre) by Clackamas County to conform with the land use recommendation of Lake Oswego. The Lake Oswego Planning Commission also recommends that the eastern one-third of the project are a under its jurisdiction be developed for commercial use, and for single-family and multiple-family residential use. Land under Lake Oswego's planning jurisdiction, which the proposed facility would traverse and serve, is presently zoned for low-density, single-family residential use. In Clackamas County


PROPOSED L
Sources: Clackamas County, Lake Oswego and Tigard
Development Plan, Tigard Triangle Developme
TIGARD
T 1 2S , R 1W WM
KRUSE WAY (PROPOSED)
WASHINGTON CO.
MULTNOMAH CO.
CLACKAMAS
MULTNOMAH
SOUTHERN PACIFIC
OREGON ELECTRIC
BEAVERTON-TIGARD HWY. NO. 141
PACIFIC HIGHWAY
SOUTHERN PACIFIC
METZGER
PORTLAND
MEADOWS ROAD
BONITA
GALEWOOD ST
GRESHAM WAY
MARVEY WAY
COLLINS
DOUGLAS
WALUGA PARK
OAKRIDGE
SW DAKOTA ST
SW DURHAM RD
SW HALL BLVD
SW 72ND AVE
SW 68TH PL
SW 68TH AVE
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SW 17TH AVE
SW 16TH AVE
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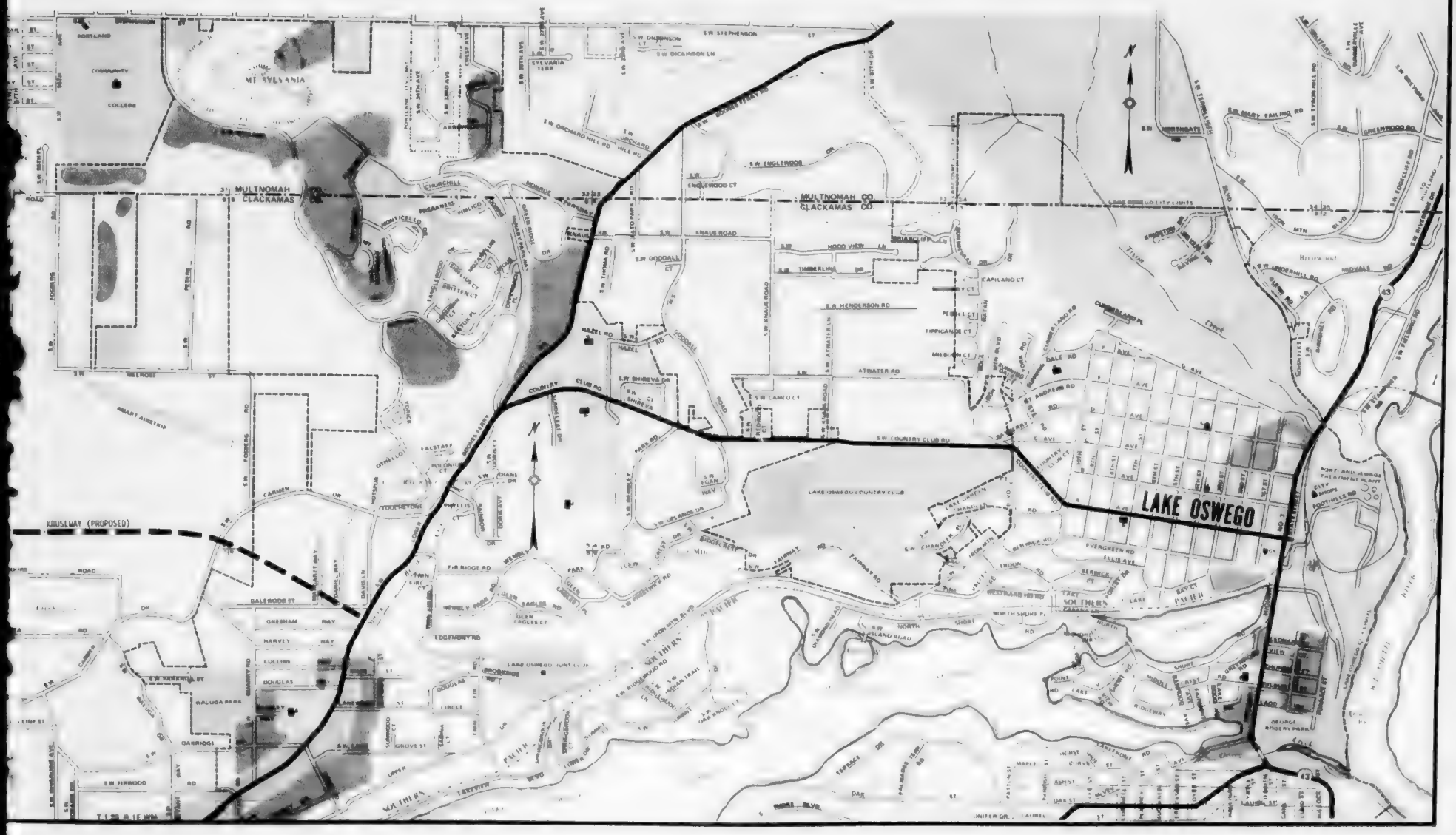
SW 14TH AVE
SW 13TH AVE
SW 12TH AVE
SW 11TH AVE
SW 10TH AVE
SW 9TH AVE
SW 8TH AVE
SW 7TH AVE
SW 6TH AVE
SW 5TH AVE
SW 4TH AVE
SW 3RD AVE
SW 2ND AVE
SW 1ST AVE

PROPOSED LAND USE

Sources: Clackamas County, Lake Oswego and Tigard Comprehensive Plans, Mountain Park Unit Development Plan, Tigard Triangle Development Plan

LEGEND

	SINGLE FAMILY RESIDENTIAL		INTERSTATE NUMBERED ROUTE (FAI)		CITY LIMITS
	MULTI FAMILY RESIDENTIAL		U.S. NUMBERED ROUTE		PUBLIC BLDG
	OFFICE - LOW LEVEL COMMERCIAL		STATE NUMBERED ROUTE	CY	CITY HALL
	COMMERCIAL		POST OFFICE	CT	COURT HOUSE
	INDUSTRIAL		SCHOOL	A	ARMORY
	PUBLIC SERVICE		CITY CENTER	L	LIBRARY
	PARKS AND OPEN SPACE		R.R. DEPOT		



the land in the project area is zoned for low-density residential use, with the exception of a small area just southeast of the South Tigard Interchange which is zoned for commercial use.

There have been recent developments both within and without the study area which are expected to have a significant effect on the local economy and land use. One of these is Mountain Park. Within the last six years, developers of Mountain Park Corporation began developing a 700-acre tract of land into a planned unit development. Since then, there has been building upon much of the land, and the remainder is, or in the future will be, undergoing building activity. In 1972, the population of Mountain Park was three thousand. By 1985, the population is expected to be about twelve thousand housed in approximately four thousand units. Most of the condominium units now under construction are priced between $50,000 and $150,000.

An area of about 175 acres just west of Interstate 5, between the South Tigard Interchange and Highway 99W, known as the "Golden Triangle", is being developed into an office park. Once developed, this office park is expected to provide substantial employment for the surrounding area.

Washington Square, a regional shopping center located in Progress near the Scholls Ferry Road Interchange of Highway 217, was opened in 1973. Total floor space is 1.1 million square feet with 5,200 parking spaces. Nearly all facilities are under one roof and will include six major department stores and 97 other retail shops.

Meridian Park Hospital is being built near the Niberg Road Interchange on Interstate 5 on a forty-acre site. The first stages are to include a 92-bed nursing section with facilities for other types of treatment. Total floor space consists of 114,000 square feet in addition to administrative and out-patient space. Later stages will include facilities for extended care, convalescense, and staff residences.

Previously plans were made to develop 300 acres of land just northeast of the South Tigard Interchange, which is owned by Brigham Young University. The proposal called for a planned unit development of 2,700 units. In order to facilitate such development, Clackamas County had previously zoned the western third of this 300-acre tract for commercial use and the eastern two-thirds for medium-density residential use. This zoning has been changed to allow for low-density residential use only.

Social Characteristics

Generally, five neighborhoods can be defined in the study area: Oswego, which developed in the middle of the nineteenth century; Lake Grove, a neighborhood located at the western end of the lake and annexed to Lake Oswego in 1959; Palisades, located south of the lake and east of Lake Grove; Mountain Park, a developing planned community on the slopes of Mount Sylvania; and Southwood Park, located in the northwestern portion of the study area and outside Lake Oswego's corporate limits.

Social and economic statistics were obtained from 1970 Bureau of the Census documents which had statistics allocated to census tracts 201, 202, 203, 205 and 307. These census tracts are approximately coterminous with the project study area with the exception of census tract 205, which includes an area to the south outside the delineated study area (see Figure 5).

The study area population has grown quite rapidly during the ten years between 1960 and 1970. The area increased from 17,000 in 1960 to 26,572 in 1970. This represents an increase of 56 percent, compared to an increase of 23 percent for the Portland Standard Metropolitan Statistical Area (SMSA). Corporate Lake Oswego increased 64 percent during this same period while census tracts 204 (Palisades and southern Lake Grove neighborhoods)

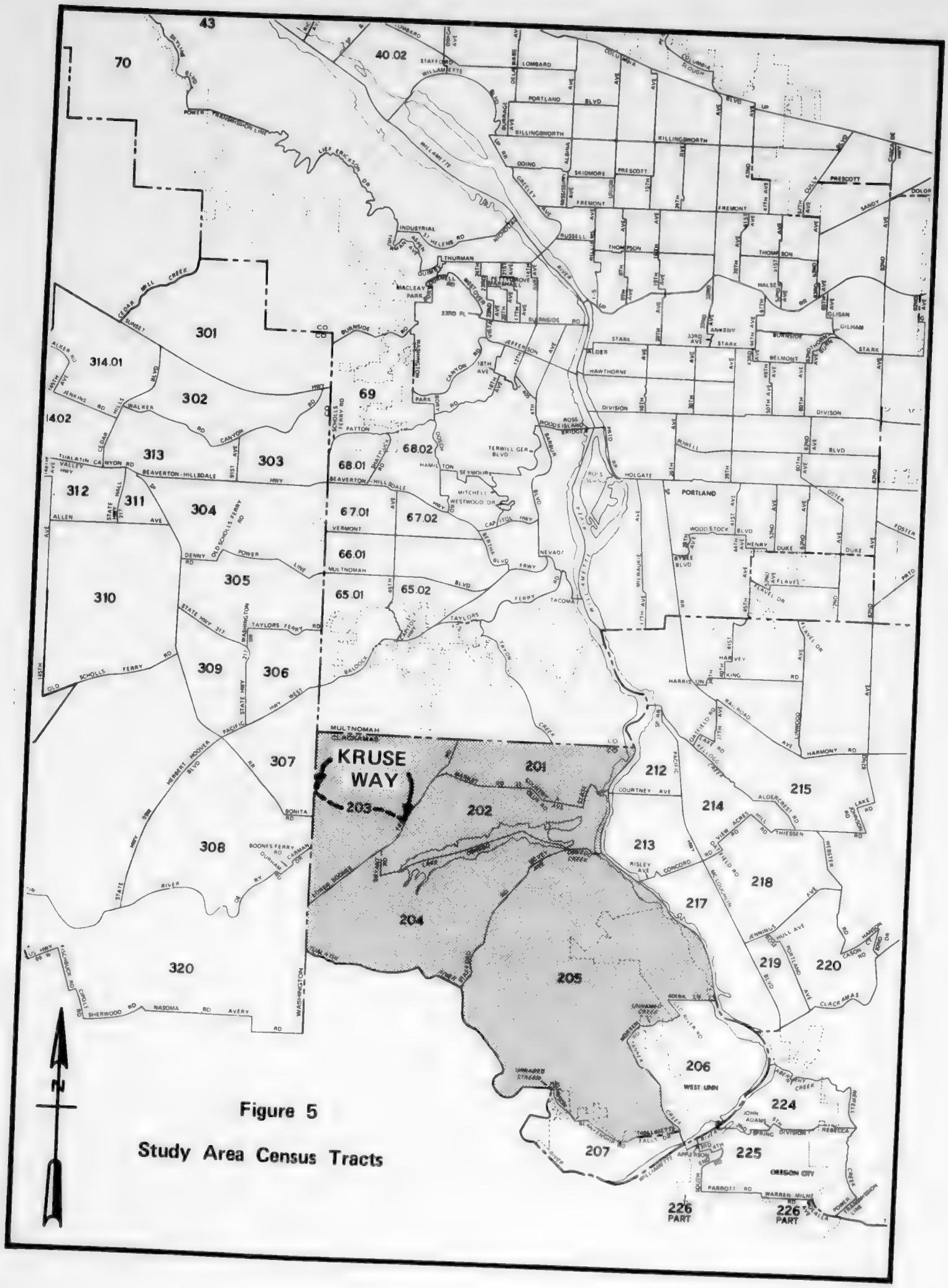


Figure 5

Study Area Census Tracts

and 203 (Mountain Park and Southwood Park neighborhoods) increased 115 percent and 69 percent, respectively.

The Bureau of the Census reported a median family income of $14,600 for Lake Oswego, which is about $4,000 higher than the median income in the Portland SMSA. Closely related to income is the proportion of persons employed in professional and/or administrative occupations. This proportion for the study area is nearly double that of the Portland SMSA.

Nearly half of those employed in the study area census tracts are employed in the City of Portland. However, census tracts 203 and 204, which are closer to the Clackamas-Washington county line, have twice the proportion employed in Washington County as do the remaining census tracts.

TABLE 3

Occupation/Income Data for the Portland SMSA, Lake Oswego and the Study Area

	Portland SMSA	Lake Oswego	Census Tracts 201	202	203	204	205	307
Median Income (Family)	$10,463	$14,611	$13,929	$14,693	$11,448	$14,584	$14,438	$10,941
% Families Below Poverty Level	6.9	3.7	6.3	3.3	3.2	2.1	1.9	5.5
% of Professional and/or Administrative Positions	25.0	44.7	44.8	44.1	37.1	47.2	36.2	24.4
Place of Work*								
Portland City	54.7	NA	48.9	55.4	48.9	50.6	44.6	10.5
Washington County	11.7	NA	4.9	4.5	15.3	10.2	3.5	40.2

*Corrected to exclude those whose place of work was not reported.

Source: Bureau of the Census, 1970.

As was found for income, the median value of owner-occupied housing units is also higher in Lake Oswego than in the Portland SMSA. Census tract 202 has the highest median value of owner-occupied homes; the median value is more than $13,000 higher per unit than in the SMSA. The lowest median value per owner-occupied home in the study area is $21,000, found in census tract 203, while in the SMSA, the lowest median value is $16,700. The lowest and the highest median values by block are $14,000 and $60,000, with both blocks located in census tract 205.

TABLE 4

Housing Data for the Portland SMSA, Lake Oswego and the Study Area

	Portland SMSA	Lake Oswego	Census Tracts 201	202	203	204	205
Median Value of Homes Occupied by Owner	$16,700	$31,800	$26,300	$29,900	$21,000	$28,450	$24,700	$21,000
% of Housing Units Occupied by Renters	35.0	25.7	36.8	30.1	17.6	11.8	19.1	39.6
Median Rent ($)	97	149	132	135	136	143	169	132

Source: Bureau of the Census, 1970.

The median rent paid in the study area is about 50 percent higher than that paid in the SMSA.

As can be inferred from newspapers, records of public hearings, petitions, and other recrods, many residents of Lake Oswego value their community as a residential rather than a commercial or industrial community. Many seem to strive for the preservation of the distinctive residential

character of their community, and seem to be willing to become involved in order to minimize social disruption brought about by area growth. It was perhaps this sense of community and a willingness to organize that urged Lake Oswego City Corporation and many city residents to publicly oppose the construction of Interstate 205 through their neighborhoods. It was feared by many that the freeway would stimulate a type of development which would degrade the established residential neighborhoods. Similar community values were evidenced by actions of the Lake Oswego City Council earlier this year. The Council voted to abandon plans for a proposed bridge across the Willamette River, a freeway facility (Lake Oswego Bypass) to be located just north of Country Club Road with termini at Interstate 5 and McCloughlin Boulevard. The bridge proposal was deleted from the Clackamas County comprehensive plan.

Economic Characteristics

The economic character of Lake Oswego is as distinct as its previously described social character. The community is a suburb of Portland, and is about 10 miles from the Portland city center. As is characteristic of most suburban areas, income levels in Lake Oswego are considerably higher than in the metropolitan area.

The percentage of land devoted to industrial use in Lake Oswego is less than ten percent. The largest employer in Lake Oswego is the Portland Cement Company, with 135 employees.

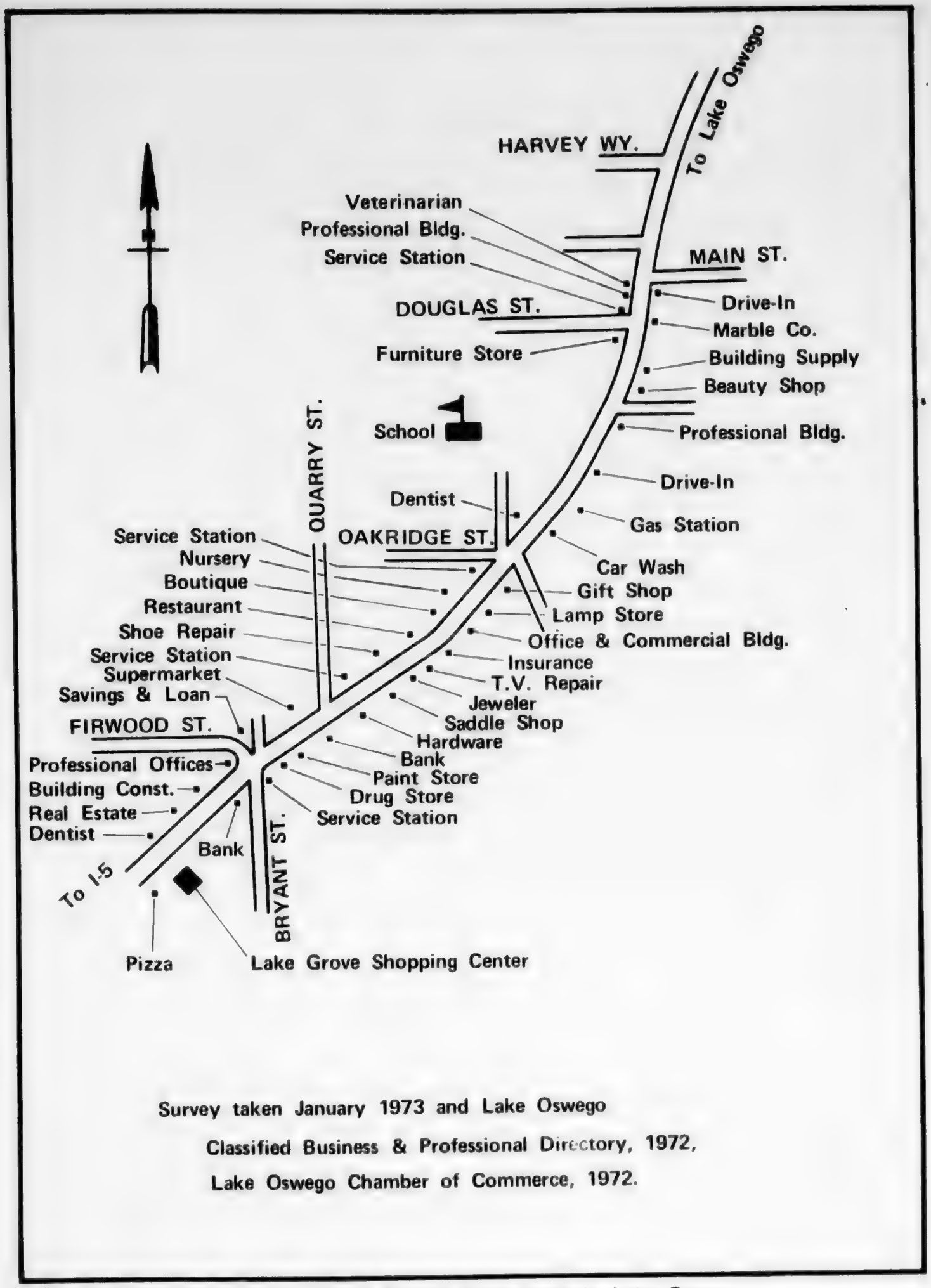
In 1967, per capita retail sales in Lake Oswego reached about $2,200. In 1970, per capita income was for Lake Oswego $5,100. Lake Oswego retail shoppers have oriented themselves more strongly toward the Portland Central Business District CBD and the Lloyd Center. A 1966 survey showed

TABLE 5

Per Capita Retail Sales, 1967

Type of Retail Establishment	Lake Oswego	Clackamas Co.	SMSA
Total Retail Sales, per capita	$ 2,182	$ 1,777	$ 2,059
Building Materials, Hardware and Farm Equipment Dealers	$ 147	$ 61	$ 71
General Merchandise Group Stores	$ 111	$ 62	$ 378
Food Stores	$ 884	$ 335	$ 432
Automotive Dealers	$ 351	$ 326	$ 410
Gasoline Service Stations	$ 178	$ 98	$ 151
Apparel and Accessary Stores	$ 44	$ 24	$ 90
Furniture, Homes Furnishings and Equipment Stores	$ 67	$ 33	$ 98
Eating and Drinking Establishments	$ 82	$ 81	$ 167
Drug, Proprietary Stores	$ 102	$ 42	$ 47
Miscellaneous Retail Stores	$ 201	$ 99	$ 175
Non-Store Retailers	$ 15	$ 18	$ 50
Population	13,200*	142,000*	801,100**

Sources: Census of Business (Retail Trade) 1967.
*Oregon State Board of Census, 1967.
**Sales Management Magazine, Survey of Buying Power, June 10, 1968.



Survey taken January 1973 and Lake Oswego
Classified Business & Professional Directory, 1972,
Lake Oswego Chamber of Commerce, 1972.

Figure 6. Commercial Activity Along Boones Ferry Road in Lake Grove.

that nearly forthy percent of the durable goods purchased by Lake Oswego residents were purchased at the Portland CBD and Lloyd Center, and that over eighty percent were purchased outside the community. However, it is expected that the opening of Washington Square Shopping Center will reorient shopping from the Portland CBD and the Lloyd Center to the new mall. Lake Oswego itself is a "bedroom" or residential community with little industrial orientation and relatively low retail activity.

Transportation

The project study area has public transportation service. The Tri-County Metropolitan Transportation District (Tri-Met) has three bus lines directly serving the project study area and one line that provides less direct service (Oregon City-Oswego-South Shore). Tri-Met has provided the Oregon State Highway Division with the following descriptions of each line:

> Line #36, Oregon City-Oswego-South Shore, provides an alternate transit route from the Tualatin area to downtown Lake Oswego. The line originates in Tualatin, and after proceeding northeast to Lakeview Road, proceeds along South Shore Boulevard to downtown Lake Oswego. The South Shore line has a daily seat capacity of 1,755 between Tualatin and Lake Oswego, and operates at 38% of daily capacity. Peak hour service is every 20-35 minutes; off-peak service is every 60 minutes.
>
> Line #37, Oswego-North Shore, which originates in Tualatin, travels along Carmen Drive and Lake Forest to Boones Ferry and Reese to Upper Drive and Iron Mountain Boulevard. This bus line operates every 60 minutes during off-peak hours and every 30 minutes during peak hours. It has a daily capacity of 1,800 seats between Tualatin, the Lake Grove area and Lake Oswego and is now operating at 31% of daily capacity. (Capacity figures are from the period September through December, 1974.)
>
> Line #38, Wilsonville-Mountain Park, which originates in Wilsonville, travels along Boeckman Road to Boones Ferry Road and along Boones Ferry Road to Carmen Drive and Kerr Road to Mountain Park. This line operates every 30-60 minutes during peak hours and somewhat less frequently during the midday. It has a daily capacity of 855 seats between Wilsonville, the Lake Grove

area and Mountain Park and is now operating at 31% of daily capacity. Many requests have been received to improve the service on line #38.

Line #78, Oswego-Sunset, an important new line, provides direct, 30-minute interval service linking Lake Oswego, Mountain Park, Portland Community College, Tigard, Beaverton, Washington Square and St. Vincent Hospital. The line originates in Lake Oswego, travels along Country Club Road to Kerr Road, through Mountain Park along 49th Drive and then goes to Portland Community College, Tigard, Beaverton, etc. The line has a daily seat capacity of 3,015. It is too early to judge the capacity usage percentage for Line #78, but Tri-Met experience with other new lines has shown that the line will most probably be very successful. In any case, Line #78 represents a new, important mass transportation capacity for major suburban destination trips in the project study area.

The study area is served by a combination of freeway, arterial, and collector facilities. Interstate 5 is the major north-south freeway in the state and borders the western portion of the study area. Access to Interstate 5 is gained primarily via the Boones Ferry Road and Carman Drive Interchanges, and South Tigard and Haines Road Interchanges. Both Carman Drive and Boones Ferry Road lead directly to Interstate 5, but access to the South Tigard and Haines Road Interchanges are gained indirectly via Bonita Road and Douglas Drive respectively.

The classification of these "feeder" routes range from "arterial" to "local road." Boones Ferry Road is classified as an arterial, Carman Drive and Bonita Road as collectors, and Douglas Drive as a local street.

The area's major arterials by volume are State Street (Oswego Highway) in downtown Lake Oswego, Country Club Road and Lower Boones Ferry Road. The major collectors, by volume, are South Shore Boulevard, Iron Mountain Boulevard, Carman Drive and Bonita Road.

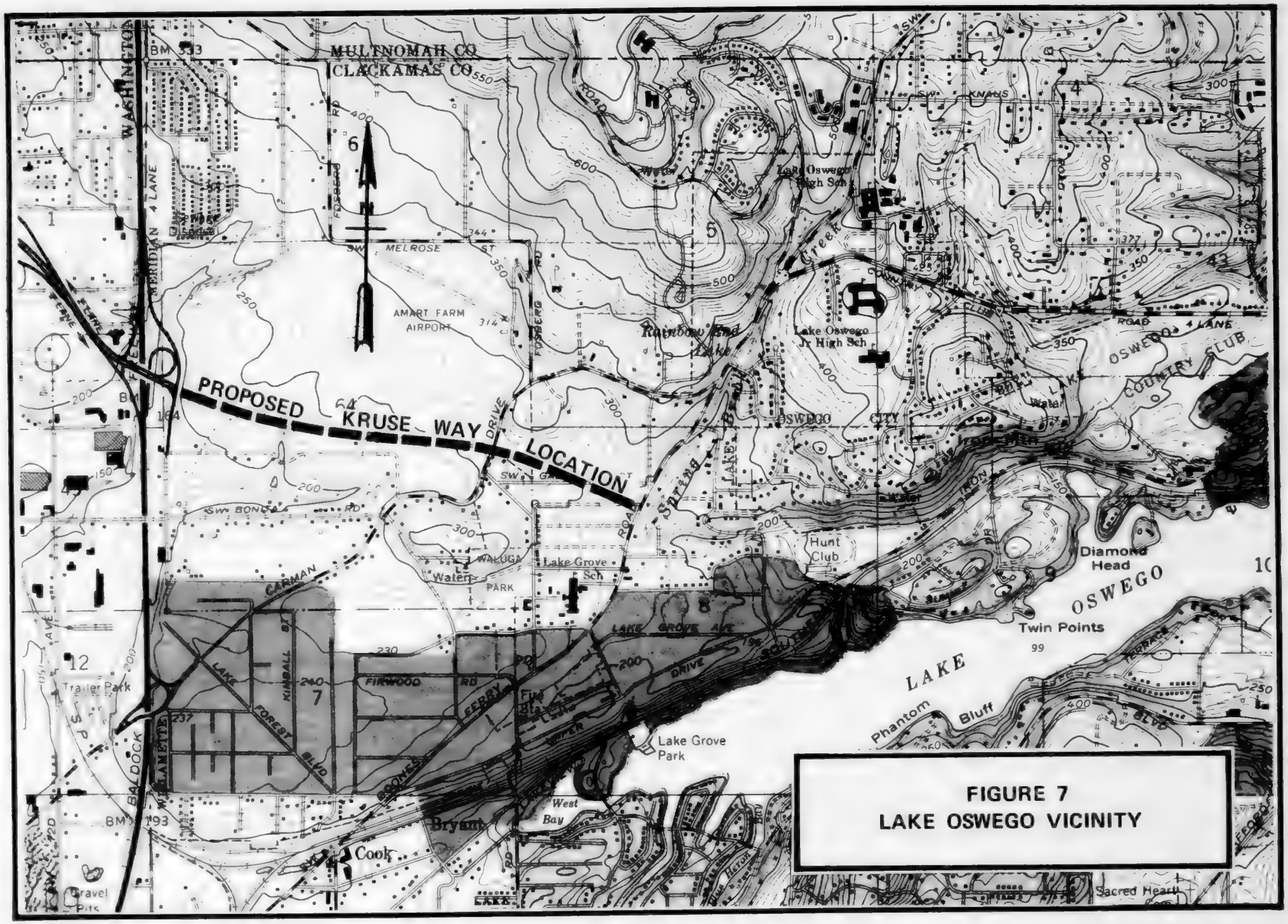


FIGURE 7
LAKE OSWEGO VICINITY

Plate 5. Lower Boones Ferry Road north of Lake Grove and proposed Kruse Way connection.

Plate 6. Proposed Kruse Way connection with Lower Boones Ferry Road.

Highway improvements over the years have generally kept pace with population growth in the project area. Some collector routes and local streets have over the years assumed the function of arterials and collectors, respectively. These streets have changed in function because of a lack of suitable alternative routes with design features--such as the number of lanes, shoulder widths, medians, and traffic engineering features such as signing and signalization--to adequately and safely facilitate traffic movement. Two examples of collectors being utilized as arterials are Bonita Road and Bangy Road. Existing traffic volumes on these roads are approaching design capacity,[6] and are expected to substantially exceed design capacity by 1994 without the Kruse Way facility in operation. At the present rate of traffic growth, traffic demand along Bonita Road, with a design capacity of 6,500 ADT, is forecasted to exceed design capacity by approximately 10,000 ADT; with Kruse Way, design capacity would not be exceeded.

In November, 1972, Clackamas County conducted an origin and destination study on Bonita Road about 0.3 miles west of Carman Drive. The study was conducted on Bonita Road because proposed Kruse Way is intended to divert much of the traffic now on Bonita Road. Inferences can be made about Kruse Way, therefore, as to types of trips, and trip origins and destinations.

The study was conducted on an average weekday. A one-hundred percent sample was taken during a twelve-hour period from 6:30 AM to 6:30 PM. During the survey period, 3,255 trips were recorded, and for the entire day, 4,250 trips were estimated. This is substantially higher than average

[6] "Design capacity" refers to the maximum number of vehicles that can pass a given point on a lane or roadway during one hour under the prevailing roadway and traffic conditions, without unreasonable delay or restriction to the driver's freedom to maneuver.

daily traffic along Bonita Road. Results of the study showed that about 23 percent of the trips originated from or terminated at the Mountain Park area. About 43 percent were originating from or destined to the Lake Oswego area east of Boones Ferry Road, and about 33 percent were traveling to and from the Lake Grove area west of Boones Ferry Road. The study also indicated that about 73 percent of the vehicles desired to travel either to the west or to the east utilizing Highway 217 (Beaverton-Tigard Expressway), and about 26 percent desired to travel either south or north on Interstate 5 from their zones of origin. The majority of the vehicles trips were either for the purpose of traveling home (35 percent), traveling to work (27 percent), or traveling to shopping and personal service areas (22 percent).

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Natural Environment

Vegetation

The Kruse Way highway proposal will directly reduce the area of terrestrial habitat now available to wildlife, and will indirectly facilitate the urban development of the surrounding area, which will in time further reduce the significance of the area to wildlife. Land required by the highway right-of-way will permanently displace approximately 11 acres of wildlife habitat, of which 50 percent is mixed hardwood forest and clear-cut, 30 percent pasture, 10 percent coniferous forest, and 10 percent open brush and grass. Cut slopes will be reseeded to grass and remaining right-of-way (approximately 10-12 acres) not required for excavation and clearing and grubbing operations will remain in the existing condition.

These actions will change the composition of existing wildlife. Such species as scrub jays, blackbirds and house sparrows will tend to increase

Plate 7. Ball creek running through a "fill" lot west of I-5.

Plate 8. Sheeting erosion caused by clearing vegetation near Spring Brook.

while those species not well adapted to an urban environment will decrease in numbers or disappear from the area altogether.

Geology

Approximately 21,000 cubic yards will be excavated adjacent to the new north on-ramp route to the South Tigard-Kruse Way Interchange. The cut will expose 21,400 square feet of surface. Further excavation work will be required near the project termini just east of Interstate 5 and just west of Boones Ferry Road. At the western terminus, approximately 15,500 cubic yards of material will be excavated, which will result in the exposure of 21,000 square feet of soil on the cut banks. Core samples reveal vertical variations in soil type, from silty clays, on the surface to gravelly sand and sandy gravels at lower depths. Because of this variation in soil type, cut banks would be vulnerable to differential erosion during the soil exposure or unstable periods. However, mulching and grassing of slopes will decrease the erosion potential. At the eastern terminus, approximately 17,000 cubic yards of material will be excavated, exposing about 20,600 square feet of soil on the cut banks. Core data reveal that the soils at this location are of one general type, silty clays to clayey silts. These soils will be vulnerable to uniform erosion until soil is stabilized.

The excavated material will be utilized in the areas requiring fill. A revision of the vertical alignment (compared to that presented in the draft environmental impact statement) will eliminate the need to dispose of excess material since the project is now balanced in terms of the volume of cut and fill material.

The designs of the proposed project specify slopes no greater than 2:1 (about 27 degrees from the horizontal). At the western terminus of the project, where hetrogeneous soils have a potential for differential

erosion, there is a possibility of slumping (mass movement of materials downslope). However, this is unlikely to occur because the proposed maximum cut is only six feet and protective measures will be applied. At the eastern terminus, where the maximum cut is ten feet, the soils are homogeneous and the rate of erosion should be uniform. Although no slumping is expected to occur, protective measures will also be applied here.

Aquatic Impacts

Since extensive excavation will take place in connection with the project, particularly in the vicinity of the eastern and western termini, sediments resulting from erosion of unprotected cut and fill slopes and from construction activities, particularly from culvert installation, will probably find their way into the tributaries crossed. The severity of turbidity and siltation resulting from these activities can be greatly reduced by the utilization of both temporary and permanent erosion control measures (see below). Sediments may also enter these and other streams in the future as a result of increased land development surrounding the new roadway.

Sediment deposition will in any case be largely confined to the first order tributaries themselves, with perhaps some of this material being washed into the immediate receiver streams during periods of high water. It is very doubtful that appreciable quantities of sediment will extend as far as Fanno Creek or Lake Oswego, considering the distance between the project and these water bodies. Turbidity and siltation, as well as temperature increases from vegetation removal, lowering of oxygen levels and release of toxic materials during stream bottom excavation for culvert placement will cause aquatic life in these tributaries

to relocate if they are able for as long as conditions remain unsatisfactory; of course, existing water quality is already quite poor and existing aquatic life reflects these conditions.

Provisions which will alter the natural surface drainage of the area are part of the proposed project. The headwater flows of two intermittent tributary systems to Carter Creek will be captured by the highway storm drainage systems. Also, surface drainage from the impervious highway surface will be channeled into the drainage system. The drainage system will ultimately channel pavement surface and natural drainage water under Bangy Road into Ball Creek. This diversion of the intermittent tributaries of Carter Creek and highway surface drainage will increase water flow into Ball Creek. The Washington County Road Department stated that no particular flooding problem presently exists on the Ball Creek segment to the east of Interstate 5 (Upper Ball) Creek), but suggested that the creek area between the west side of I-5 and Bonita Road be investigated more thoroughly before construction.

As a consequence of the diversion, Fanno Creek will receive part of its normal quantity of natural drainage waters from Ball Creek instead of Carter Creek, as well as an additional amount of runoff from the impervious highway surface. This added water volume will further increase the turbidity and siltation of Ball Creek as well as increase the levels of trace metals and greases and oils in the creek, thereby affecting its aquatic life; however, mitigative measures such as the installation of small detention basins will minimize this potential (see Steps Taken to Minimize Harm).

While the actual quantities of sediment entering the respective streams have not been estimated, a program directed at obtaining this information is currently being developed by the Oregon State Highway Division.

Turbidity increases created by such localized activities as culvert installation are being monitored, but actual rates of sediment entering the streams cannot be accurately estimated at this time. The appropriate methodology to procure such estimates is being investigated. Probably the slope erosion transect survey method developed by the California State Highway Division will have the greatest application to erosion problems generated by highway construction.

A number of measures can be taken to minimize the quantity of sediment entering the tributaries both on a temporary and on a permanent basis. Briefly (see Geology section for more detail), temporary measures include sedimentation pools, temporary berms with slope drains on cut slopes, brush barriers, hay bales and seeding and mulching with rapidly growing vegetation. Streams can also be protected with the use of temporary dams and diversion channels, particularly during culvert or storm sewer installation. More permanent measures include establishment of permanent streamside vegetation, construction of retaining walls and slope contouring.

Cultural Environment

Land Use

The project area north of Bonita Road, east of Interstate 5, and south of the Southwood Park development is presently either vacant or is farmland. There are few roads in the area, and much of the land is not easily accessible. Land conversion and development have not been forthcoming, mainly because of the lack of water and sewer facilities. However, if Kruse Way is completed, it will increase access to properties in the project area. This increased accessibility will have the initial effect of opening-up the undeveloped area mentioned above. An indirect

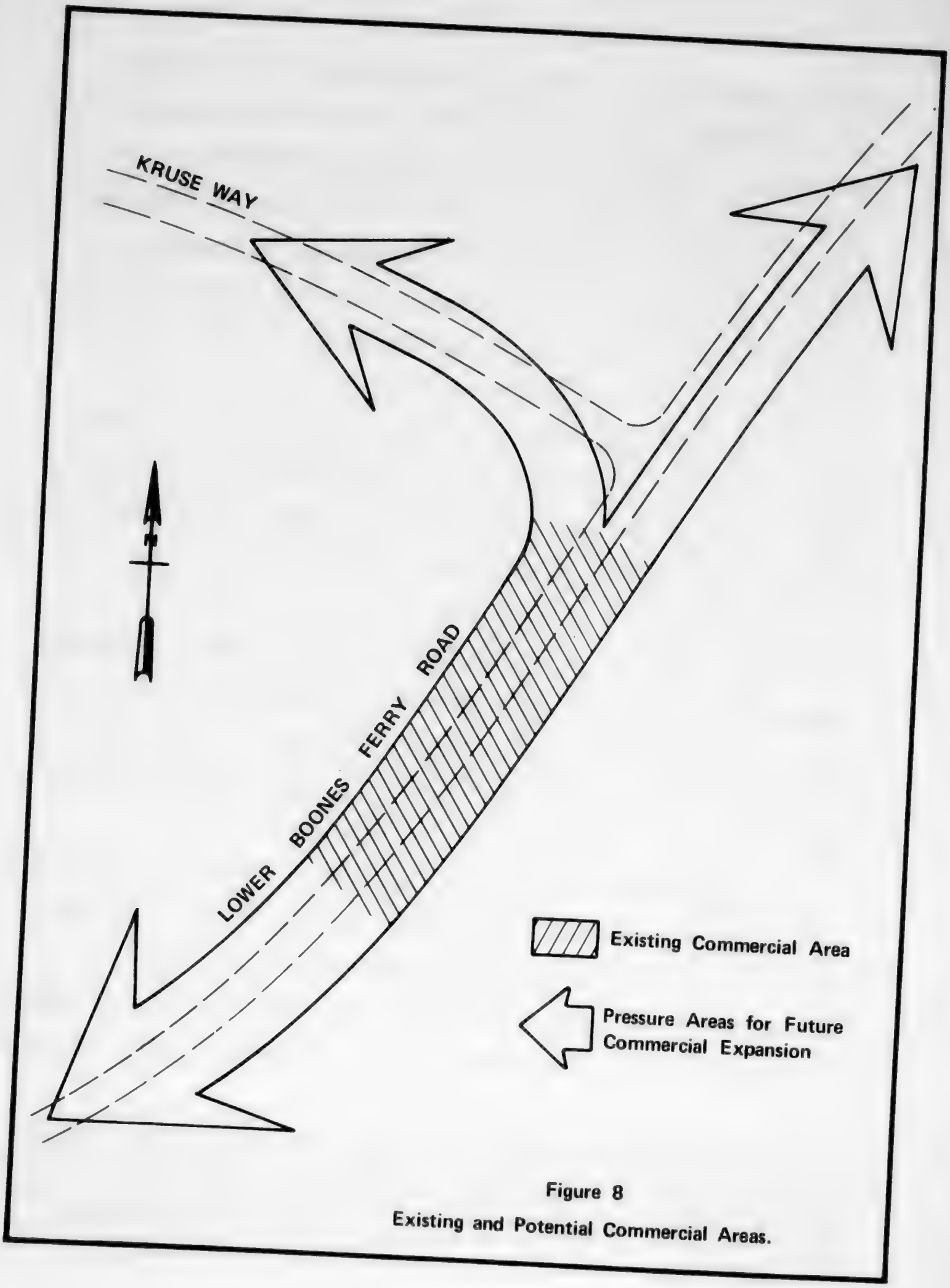


Figure 8

Existing and Potential Commercial Areas.

land-use impact of this "opening-up" should be the initiation of more rapid development than would occur without the facility. It should be noted, however, that the land will inevitably develop without the Kruse Way facility, but more likely at a slower pace. If the land-use plans of Clackamas County are adhered to, land-use conversions will involve the commercial development of land adjacent to Bangy Road south of the South Tigard Interchange and low density residential development of the remaining area to the north and south of Kruse Way.[7]

Improved accessibility should cause land values to rise most greatly in the vicinity of Kruse Way and intersections with Carman Drive, Boones Ferry Road, the South Tigard Interchange east of Interstate 5, and any other future north-south road that intersects Kruse Way (Figure 8). A possible ramification of the anticipated increases is accelerated pressure for zone changes to allow commercial and higher density residential development. If water and sewer services and improved access are provided in the near future, pressure may also arise to rezone various other areas abutting the proposed project to commercial or higher density residential uses.

Maintaining residential zones in light of pressures for commercial development has been difficult in the past due, in part, to the absence of effective land-use controls. The proposed project area will likely develop into single-family residential uses only as long as there is strong support by the planning jurisdiction having authority to effect land-use changes in

[7]On August 8, 1974, the Clackamas County Comprehensive Plan was officially adopted. This plan revised previously proposed land use for the area east of the South Tigard Interchange from commercial and high density residential to low density residential (1-5 units per acre). The revision makes the Clackamas County plan and the proposed Lake Oswego plan consistent.

the project area, to maintain the integrity of the approved land-use plan and its low density residential zones. If the planning jurisdiction deviates from the comprehensive plan, relative to the proposed project area, it may initiate numerous requests for zone changes, variances and conditional use permits. Approval by the planning jurisdiction of such requests should be predicated on the compatibility of the request with the comprehensive plan.*

The design features of Kruse Way suggest a limited access road with access points at the Tigard Interchange, Carman Drive and Boones Ferry Road. Conceptually such a limited access road should function efficiently, however, the planning jurisdiction will have ultimate control over the granting of other access points along the proposed Kruse Way. The location of additional access points should be controlled to insure that the intended transportation service is maintained along the Kruse Way facility. The authority to grant additional access points will be exercised by Clackamas County.

Economics

The conversion of land from agricultural and vacant use to commercial and residential use will utlimately result in an increase in the tax bases of Clackamas County and Lake Oswego. However, these governmental jurisdictions will initially experience a minor decrease in the tax base as a result of taxable land being converted to a nontaxable status. The proposed Kruse Way right-of-way is providing about $2,260.00 in taxes annually.

*In fact, as a result of the "Fasano" decision tried before the Supreme Court of the State of Oregon on March 2, 1973, those requesting zone changes must prove that the change is in conformance with comprehensive plans. Moreover, the burden of proof must be provided by the one seeking change (see: Fasano et al, Respondents, v. Board of Commissioners of Washington County et al, Petitioners in Vol. 96, No. 12, of the Oregon Law Review).

The significance of the reduction in tax base can be estimated by comparing the amount of taxes lost as a result of highway right-of-way acquisition and the taxes presently being assessed on developable properties adjacent to the proposed facility. Taxes paid on this land in 1972 totaled more than $50,000. About one-half of this sum came from the Brigham Young University property, the largest single parcel in this area.

Eventual improvement to and development of the land is expected to increase property values substantially. These increases should make a significant contribution to the tax base of the area.

The development which will follow the construction of Kruse Way should increase the demand for public services. Additional service requirements include sewer, water, local roads and expanded police and fire protection.

Controversies have arisen over the question of whether development will increase taxes on those living or working in adjacent areas. An attempt has not been made to predict changes in tax rates economic impact stemming from future development around Kruse Way. This decision was made for the following reasons: 1) as mentioned earlier, development of the area is not predicated on the Kruse Way facility. The area will undoubtedly develop more rapidly, but the nonexistence of Kruse Way does not preclude development. Therefore, it is not appropriate to attribute the entire cost of supplying public services to Kruse Way, 2) the cost of supplying services can be defrayed in a variety of ways that exclude the tax base at large. These include, but are not limited to, nonlocal funding such as federal revenue sharing, state matching funds for education and special assessments, 3) future legislative sessions at the state and national level can alter the availability of funds for reimbursing costs incurred in the provision of public services, thereby

creating uncertainty over future nonlocal allocations, and 4) the level of demand for public services is influenced by laws and regulations that are subject to change.

Faced with possible variations in the supply and demand of public services, as well as variations in the manner of financial reimbursement,

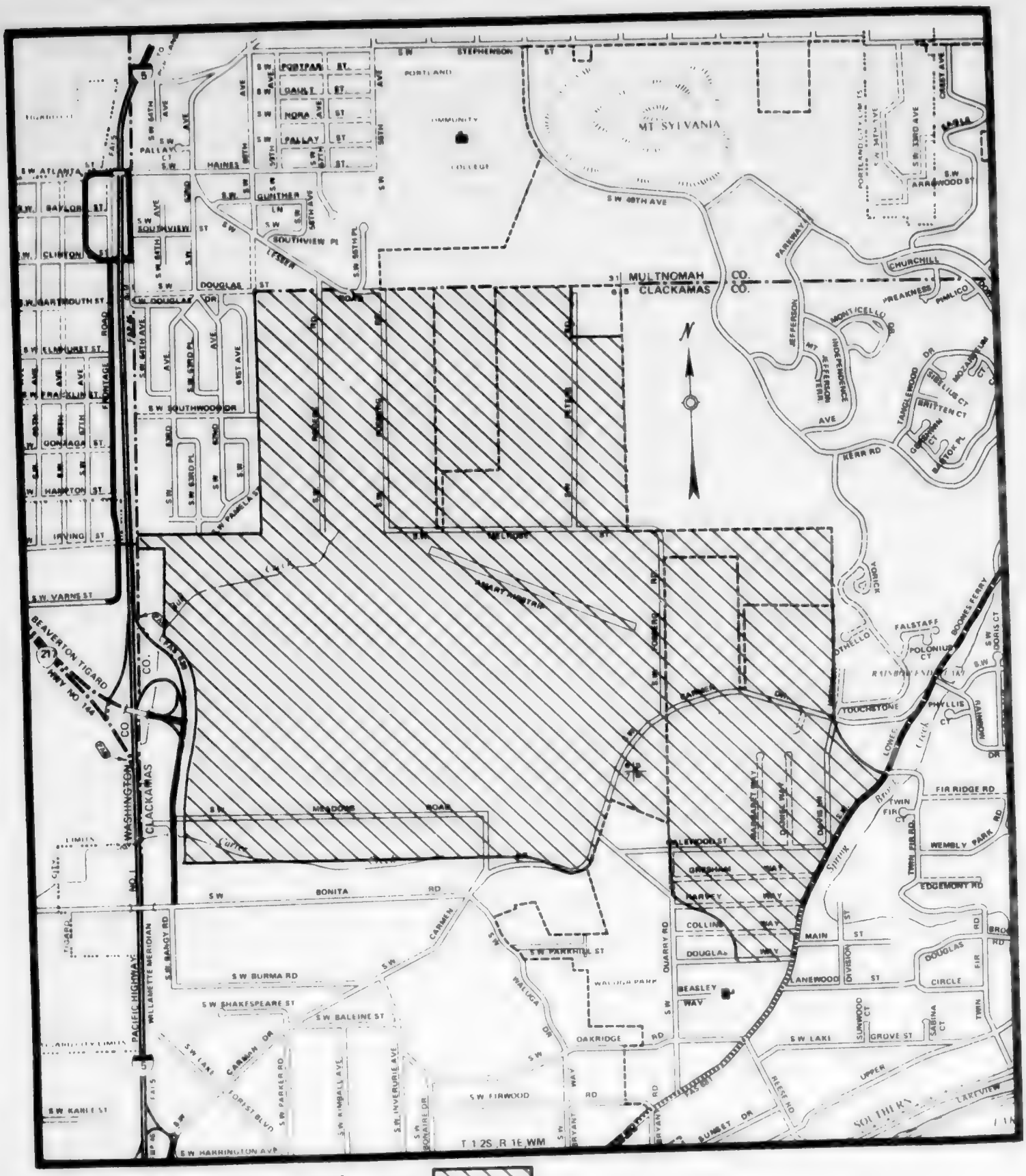
it becomes difficult to accurately predict an increase or decrease in tax rates from additional development in the area. Rather than attempt to predict the variation in local tax rates, an alternative approach has been taken. Some information is available concerning anticipated capital expenditures for public services in the study area. The level of these capital expenditures has also been calculated and possible ways of financing them will be noted. This method will enable us to see the process of development from the perspective of the economic costs and benefits associated with future development in the study area.

The area to be evaluated was delineated in cooperation with the Clackamas County and Lake Oswego planning departments (see Figure 8A). It consists of approximately 825 acres and is essentially nonurban in character. On the basis of the Columbia Region Association of Government's latest population projections and consultation with the local planning authorities, population in the study area is estimated to reach 4120 and employment 225 by 1990.

Approximately one-third of the study area is now within the City of Lake Oswego. Local planning officials are generally agreed that the entire area will be within the boundaries of the City of Lake Oswego by 1990. Policies of both CRAG and DEQ (Department of Environmental Quality) support this action. While there was a recent rejection by the citizens of the study area to be annexed to the City of Lake Oswego, there are indications that these residents would want to become part of the city at some later date.

Services to Property and Services to People

Two types of public services can be distinguished: 1) services which can be immediately identified as being received by a particular property so that a per property cost estimate can be calculated and 2) services which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CLACKAMAS CO.
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CHURCHILL
PARKWAY
PREAKNESS
PIMLICO
JEFFERSON
MONTICELLO DR
INDEPENDENCE
MT JEFFERSON TERR
AVE
TANGLEWOOD DR
SIBELIUS CT
SMITTEN CT
GERSHWIN CT
BARTOK PL
KERR RD
MOZART LN
SW DOUGLAS DR
SW SOUTHWOOD DR
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are received by the community as a whole, and whose costs per property cannot be as clearly identified. Such services to property include streets, water mains, sewer mains, and storm sewers. Categorized under services to people are elementary and secondary education, fire and police protection, recreation and administrative services. Even though police and fire protection serve property, it is generally agreed that the more important aspect of these services are people orientated. For example, police protection is primarily people protection, not property protection. These two categories of services and their respective components will be examined in turn.

Services to Property

Transportation

In a low density suburban location such as the study area, the only form of transportation which is currently serviced at least in part by the local property tax is the local street system.

In consultation with the planners of the City of Lake Oswego, a consensus was reached that approximately twenty percent of the land would be used for transportation purposes. Since the study area encompasses approximately 825 acres, 20 percent represents 165 acres. If we assume that local streets have a right-of-way width of fifty feet and arterials sixty feet, then it is possible to calculate the number of miles of local roadway which will encompass twenty percent of the total land. An assumption has been made that all roads to be constructed in addition to Kruse Way would be local streets except for an arterial between the Clackamas County-Multnomah County line on Kruse Way in the middle of the study area.[8]

[8]No new streets have been proposed in the study area; this decision is up to local officials.

An additional 116 acres of right-of-way for transportation would be needed and 19 miles of roadway would have to be built. At a right-of-way cost of $16,000 per acre and construction costs of $211,000 per mile (including drainage) total costs for new streets comes to $5,858,600.[9] Per capita cost would be about $2,300,[10] part of this amount is from the state gas tax.

Water

For water (and sewer) lines, the assumption was made that the number of lineal feet of line is the same as the projected number of lineal feet of roadway. The number of lineal feet of roadway (assuming twenty percent of the land is transportation) would come to 145,700. There are at present 15,680 lineal feet of waterlines in the study area. Hence an additional 130,044 feet of waterlines would be required. At a cost of $10 per lineal foot, the total cost for waterlines would come to approximately $1,300,000.[11]

In addition, development in the study area and other properties in the vicinity may necessitate the construction of another water reservoir. The estimated cost of an additional reservoir is two million dollars. The study area would include about a fourth of the total service area for the reservoir.[12]

There appear to be no problems in obtaining enough water for the area. In fact, the City of Lake Oswego already supplies some of its excess water to the City of Tigard.

[9]Calculated by Oregon State Highway Division, October, 1974.
[10]All costs in this report are in 1974 dollars.
[11]Estimated by Marlin DeHass, Director of Public Works, City of Lake Oswego.
[12]Ibid.

Sewers

Topographically the study area is separated by a ridge running north and south. This ridge separates two drainage basins and also divides two sewer districts. Plans have been prepared for the study area that include service from two sewer agencies; their boundaries are shown in Figure 8B. On the western side sewer trunk lines will be connected with the Unified Sewer Agency in Washington County. The two lines, the Southwood and Amart trunk lines, will follow existing creek beds (see Figure 8B). The cost of these two facilities will come to approximately $252,000. The Southwood trunk line will also serve Southwood Park, and the Amart trunk line will serve residences to the south of the study area.[13]

On the eastern side of the study area, sewer services will be extended from the City of Lake Oswego. Its estimated cost is $144,000. It is intended to serve not only the study area but also part of Mountain Park.[14] Financing for these trunk lines will be 75% Federal funds and 25% local funds if grant applications to the Environmental Protection Agency are approved. The total cost to the local residents for these trunk lines would come to approximately $99,000 if the Federal grant is approved.[15]

If we make the assumption that total length of connecting lines emanating from trunk lines will be the same as the lineal feet of roadway in the study area, then the lineal feet of local sewer lines will be approximately 145,720. The cost of installing these local lines will come to about $3,496,800 or $849 per person.

[13]Stevens, Thompson & Runyan, Inc., Tualatin Basin Water and Sewerage Master Plan (Portland: Stevens, Thompson & Runyan, Inc., 1969) Figure V-10.

[14]Lake Oswego Department of Public Works, Environmental Assessment, Harvey Way Trunk Main (Portland: CH_2M-Hill, 1974), p. 24.

[15]No per capita cost estimates have been made.

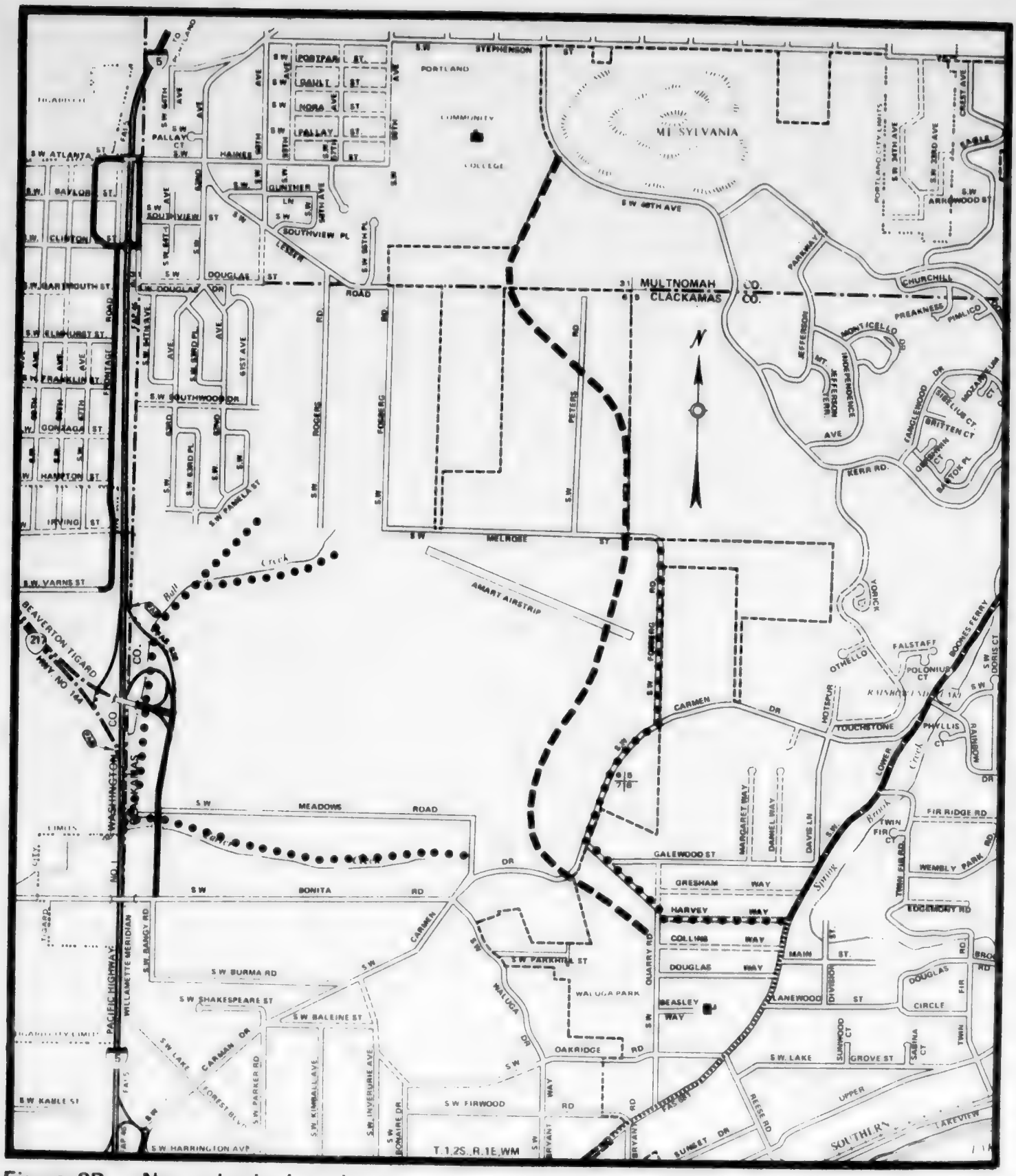


Figure 8B. Non urbanized study area.

Proposed sewer boundary ——————

Proposed sewer trunk lines •••••••

Storm Sewers

In 1968 CH_2M-Hill completed a study of storm sewer needs for the City of Oswego. This report shows that there are now 22,800 feet of storm sewers in the study area; another 44,400 feet will be required by development. At an estimated construction cost of $18 per lineal foot, the cost of storm sewers will be $410,400 or about $100 per person.[16]

Services to People

Education

In this part of the analysis, it was assumed that the proportion of school-age children in relationship to total population will be the same in the study area in 1990 as in the City of Lake Oswego in 1970. Using the total population of 1990 of 4,120 mentioned earlier in this report, the figures arrived at are 530 students from kindergarten through the sixth grade, 314 students from the seventh through ninth grades, and 304 students from tenth through twelfth grades. (Given the tendency of falling birth rates, these estimates are probably high.)

At present there are two elementary schools near the study area: Lake Grove and Uplands. In addition an elementary school and park on nine acres in the study area is planned. The nine acres have already been purchased by the county.

The school in the study area would have a capacity for one hundred kindergarten students plus three classes of each grade one through six. This would give a total capacity of 640 students, more than the 530

[16]Cornell, Howland, Hayes and Merryfield, Storm Sewer and Drainage Study of the Lake Oswego Study (Corvallis, CH_2M-Hill, 1968) Figure V-5.

projected from the study area. However, some of the students would come from Mountain Park, thus increasing the number at this school.

The cost of this school is estimated as $1,750,000. Funds for this project would come from Federal, State and local resources. The percentage breakdown would depend upon the ratios of funding during the period the school is built. At present about thirty percent of school funds are received from the state's basic school support fund, plus smaller amounts from federal sources.[17]

Capacity substantially exceeds present enrollment at the junior and senior high schools. At the junior high school, 1974-75 enrollment is 1,150 or 75 percent of capacity (which is 1,542). In five years school officials expect a drop to 1,010 students. The enrollment at the senior high school is 2,341 or 78 percent of the 3,000 student capacity. Enrollment in five years is expected to rise to 2,400 students.

The additional population from the study area or other areas in the district is not expected to cause any capacity problems at either the junior or senior high school. Much of the capacity problem (or lack of it) stems from a declining birth rate. In fact, the population projections of the school district have consistently been high and school officials have had to revise their estimates downward.[18]

Fire Protection

The study area presently is serviced by the City of Lake Oswego and the Tualatin Rural Fire District. The City is planning to build two

[17] Interview with Dr. Lloyd F. Millhollen, Jr., Superintendent, Lake Oswego School District No. 7, October 16, 1974.

[18] Ibid.

fire stations: one in Mountain Park and one on S.W. Lower Boones Ferry Road near the projected easterly terminus of Kruse Way. The estimated cost of the physical plant for each station would be approximately $318,000. In addition, equipment necessary to service the area (such as five trucks) could come to $125,000.[19]

Police Services

Police services are part of the overall criminal justice system which also includes the courts, penal institutions, prosecutor's and public defender's offices, etc.

There are no capital improvements for police services planned for the study area. With development, the demand for police and other criminal justice services will increase and expenditures will increase. Future capital improvements will be needed, part of which will come from development of the study area.

Recreation

The proposal for annexation of Bonita Meadows in mid-1974 resulted in a brief study to determine the recreational needs of the study area, assuming full development. The City of Lake Oswego suggested a 30-acre park to serve both the study area and a part of Mountain Park. No further work was done to determine the nature and extent of improvements.[20]

If the right-of-way costs of $16,000 per acre are assumed, the land costs of the park would be $480,000. This cost would be substantially less

[19]Interview with Chief O'Brien, Lake Oswego Fire Department, October 11, 1974.

[20]Interview with Judy Bower, City of Lake Oswego, November 4, 1974.

if developers dedicate part of their property to parkland. The improvement costs could vary from a relatively small amount if the land is kept as open space to a substantial cost if extensive recreational facilities are installed.

Administrative Services

Much of the overhead for the public services are administrative in nature. This category includes capital costs of construction and replacement of city hall and other administration offices.

No specific capital costs for administrative services are required with the development of the study area. These services tend to be labor intensive, therefore, most of the additional costs would be for labor. With increased demand for public services from the study area and other parts of the city, additional capital expenditures will be needed in the future.

These capital costs can be financed in a variety of ways: 1) a tax increase can be placed upon all property owners to finance these additional costs; this will increase tax rates, 2) a special assessment can be levied on the new residents to pay for the cost of the additional services, 3) for services to property, some capital improvements can be constructed by the home-builders. These include local streets (including lighting) as well as sewer and water mains. It has been the policy of the City of Lake Oswego to require the developer to construct additional local streets as well as water and sewer facilities. If this policy is followed, any tax increases from development would come mainly from the costs of the services to people (education, fire and police protection, recreation and administrative services).

Conclusions

The amount of a tax increase from development of the study area would depend largely upon the method of financing. The greater the amount of the costs of public services paid by user fees and/or special assessments on new residents, the lower the tax rate increase on existing residents. Capital costs are only a portion of the total costs of governmental services. Labor costs have become an increasingly larger proportion of total costs, helping to push up the price of financing government. It seems very likely that under the present fiscal structure, not all the increased costs of supplying public services to new development will be met by a combination of user fees and/or special assessments. Additional costs would come mainly from the services to people (especially education). As one authority has said: "The new settler simply does not pay for all the added costs he creates. In time, he does pay part of these costs and also part of the costs for additional subdivisions created later..."[21]

Given the evidence that the new resident (at least initially) does not pay for all the costs which occur with the new development, the question can be asked: Should this area be developed at all?

A strong economic argument can be made for development of this area, even though the new residents may not pay their fair share. If development does not occur within the study area, then residential expansion will take

[21]Clawson, Marion, Suburban Land Conversion in the United States: An Economic and Governmental Process, (Baltimore, the John Hopkins Press, 1971), p. 160.

place elsewhere, probably on the urban-rural fringe. It has been well documented that development at the edge of an urban area or beyond it results in higher costs of public services than areas where a "filling-in" of development occurs.[22,23]

The study area is completely surrounded by development of one form or another; public services are available on all sides of the study area. The costs of supplying public services to the study area would undoubtedly be much less than the costs of placing the same services at the periphery of the urban area.

While development of the study area may increase tax rates for the residents nearby, it should result in lower additional economic costs for the region as a whole.

TABLE 6

SUMMARY OF FUTURE CAPITAL EXPENDITURES
IN AND NEAR THE STUDY AREA

Public Service	Amount
Transportation	$ 5,858,600
Water	
Local Lines	1,300,440
Reservoir	2,000,000
Sewer	
Trunk Lines	395,800
Local Lines	3,496,800
Storm Sewers	410,400
Education	1,750,000
Fire Protection	885,470
Police Services	-
Recreation	480,000
Administrative Services	-
Total	$16,577,510

[22]This is called "leapfrog" development.

[23]Ibid. pp. 152-157. Also see Archer, R.W. "Land Speculation and Scattered Development; Failures in the Urban Fringe Land Market," Urban Studies, X (October, 1973), pp. 367-372.

Besides the inherent difficulties in estimating cost and revenues created by future development, there is another serious difficiency. A cost-revenue approach is but one type of cost-benefit analysis. The cost-revenue technique weighs the costs of public services against the revenues (i.e. benefits) of these services. A ratio of benefits to costs greater than 1.0 would mean that, all other things being equal, tax rates would tend to fall.[24]

By analyzing only the cost and revenues accruing to a local government, other important costs and revenues are neglected. In particular, considering only the revenue and costs to the local government in question, neglects changes that may occur in adjacent jurisdictions and in the region's economy as the local government attempts to maximize its revenue to cost ratio. These changes not only include changes in the allocation of resources but also in the distribution of income. Maximization of revenues in relationship to costs encourages the construction of upper income residences in the local jurisdiction since higher-valued property means a lower tax rate at a given level of service. In this community, resources would tend to be allocated to the construction of dwelling units for higher income households. Residences for those in the top income brackets would tend to grow more rapidly than housing for middle and lower income families, and the market for middle- and lower-income dwelling units would become even tighter than it has been.

This tendency would necessitate other nearby local governments to absorb a disproportionately large share of lower-income households who

[24]It has been noted that this probably would not occur, at least in the early stages of development. That is, the tax rate would tend to rise.

historically have demanded a greater amount of public services (especially health and welfare services) than paid for. This could cause a deteriorating fiscal situation in these other communities and an imbalance of tax rates among the local political bodies.

Social Impacts

The right-of-way of the proposed Kruse Way project will not require the displacement of any homes or the relocation of any families. However, there are a few homes in the vicinity of the proposed Kruse Way and Carman Drive intersection which are close to the project right-of-way. One of these homes is only ten feet from the Kruse Way right-of-way, and its residents will be exposed to the harmful effects of traffic, and noise and air pollution.

An immediate impact of Kruse Way will follow from the diversion of considerable traffic from Bonita Road. This should improve the residential livability for those persons residing along Bonita Road. However, traffic volumes on Bonita Road are projected to be, by 1994, as high or higher than present levels, primarily because of anticipated residential growth.

Project plans provide for the bisecting of Galewood Street by Kruse Way, creating two cul-de-sacs on either side of the project. This will require the families who live near the western end of Galewood to reorient their travel patterns to and from Lake Oswego and Lake Grove.

The construction of Kruse Way is expected to improve ambulance service by reducing travel time to emergency facilities.

The proposed right-of-way passes through rolling hills, woods, and meadows. However, should development occur in a poor or uncontrolled manner, these scenic values are expected to decline. The visual quality of the route is expected to be similar to other arterials in the Lake Oswego area.

Traffic

Introduction

A considerable number of major projects are planned in the vicinity of the proposed Kruse Way facility. Due to the potential of these projects to significantly influence existing and future traffic patterns, a decision was made to conduct a refined analysis of the traffic system between Tigard and Lake Oswego (see Appendix C: "Traffic Analysis Methodology"). This analysis replaces the traffic data developed from a 1968 study prepared by Wilbur Smith and Associates;* the study has been entitled: "Tigard-Lake Oswego Subarea Analysis" (TLOSA).

Traffic forecasts for the street network in the TLOSA assumed transit service levels similar to those currently available ("low level" transit). Efforts to produce traffic forecasts under a "high-level" of transit assumption were complicated due to computer simulation difficulties. However, preliminary predictions indicate that improved transit service could reduce auto-trips by 5 to 15 percent. Assuming the 15 percent estimate is reliable, traffic forecasts still indicate a need for Kruse Way and other projects in the TLOSA area.

Land-use forecasts and population and employment estimates underlying the TLOSA were made by the Columbia Region Association of Governments (CRAG) in consultation with local planning jurisdictions. The basic future land-use scheme utilized in forecasting population and employment levels was the "Radial Corridor" concept ("Focused Growth") for the Portland-Vancouver Metropolitan area.*

*Planning Analyses and Projections; Portland-Vancouver Metropolitan Transportation Study (Wilbur Smith and Associates, July, 1968).

**For an explanation of this concept, see: "Planning In the CRAG Region: The Second Step;" pages 146-147; (Prepared by the Columbia Region Association of Governments, July, 1973).

Population and employment estimates in the TLOSA were predicated on an assumed annual maximum population of 2,000,000 in the Columbia Region Association of Governments planning area (Clackamas, Washington, Multnomah and Clark counties).

The current population of 1.1 million is expected to reach approximately 1.5 million by 1990. This level of population was apportioned to each county by CRAG officials. County and city officials then allocated these totals to traffic zones within their jurisdiction. After several iterative steps between CRAG and local authorities, final population-employment totals for 1970 and 1990 were adopted. These totals were then used as variables in the estimation of trips generated in each zone.

The Tigard-Lake Oswego subarea traffic system contains numerable subarea traffic zones in which 1970 and 1990 population and employment generate 1990 trip ends that exceed 1970 levels by at least five times (see table on following page). Of the eleven zones, three (134, 146 and 196) are forecast to generate 44% of total trip ends in 1990. This fact is demonstrative of the tremendous growth predicted to occur in the broad vicinity of Kruse Way. Such forecast growth largely accounts for the high volume of future traffic expected to use Kruse Way.

TABLE 6[1]

Traffic Zones In Tigard-Lake Oswego Subarea
Generating Trip Ends In Excess of 5 Times Over 1970 Levels

Zone	1970 Pop.	1970 Emp. (1000's)	1970 Trips	1990 Pop.	1990 Emp. (1000's)	1990 Trips	1970-1990 Growth in Trips 1990 Trips/1970 Trips
134	1.2	0.7	7.1	2.2	6.1	42.2	5.9
146	0.0	0.3	3.5	0.2	3.6	35.5	10.1
191	0.4	0.1	3.5	9.5	0.4	23.6	6.7
192	0.1	1.0	3.6	8.0	2.9	26.4	7.3
195	1.1	0.1	3.2	5.5	2.0	23.5	7.3
196	0.4	0.2	2.2	0.8	3.0	44.0	20.0
193	0.1	0.1	2.0	0.3	1.5	18.2	9.1
209	0.3	0.0	2.2	2.5	0.5	21.4	9.7
210	0.0	0.0	0.1	.9	0.2	10.6	106.0
215	0.1	0.0	0.2	0.7	0.8	8.7	43.5
179	0.6	0.4	5.0	0.9	3.2	28.7	5.7
TOTALS	4.3	2.9	32.5	24.2	24.2	282.8	

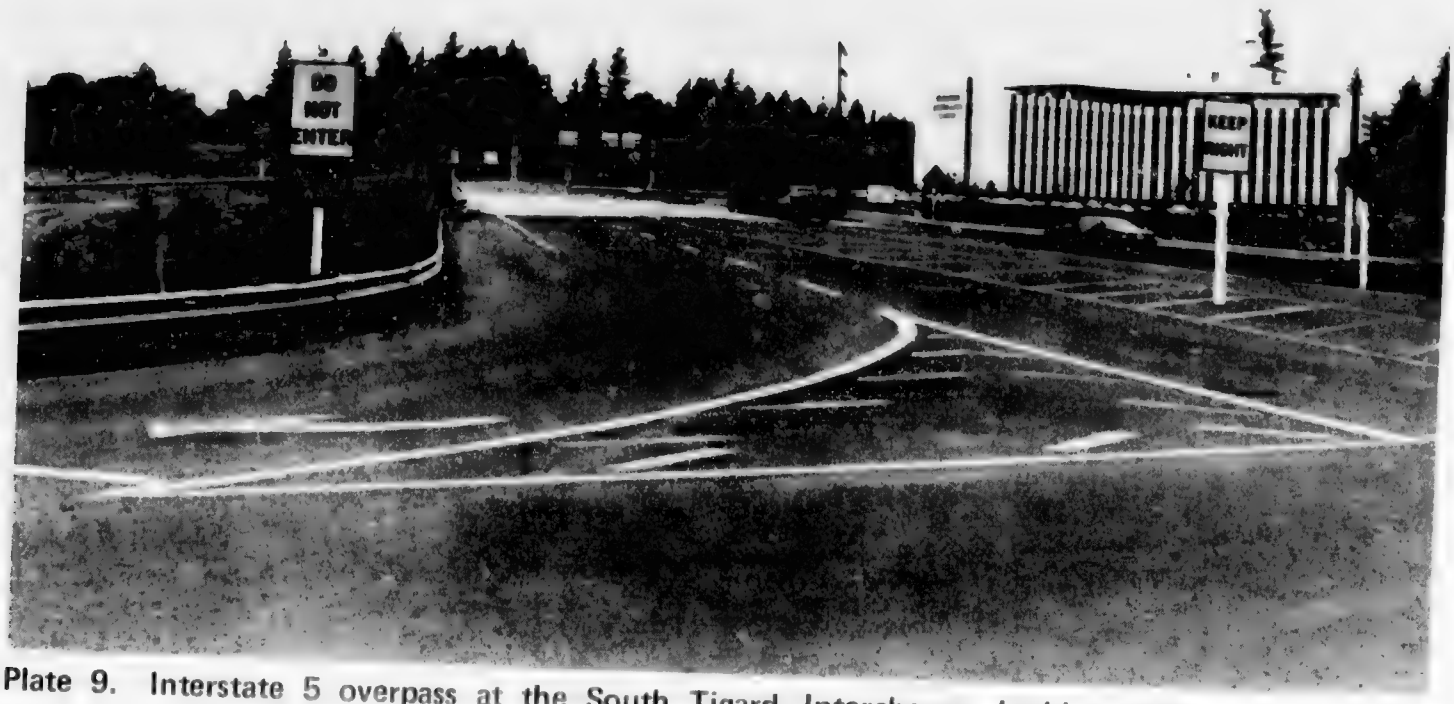


Plate 9. Interstate 5 overpass at the South Tigard Interchange, looking west.

Plate 10. Lower Boones Ferry Road, looking north.

Results

A number of significant conclusions regarding the traffic impact of the proposed Kruse Way facility and other road sections in the Tigard-Lake Oswego area can be made from results provided in the TLOSA study. To facilitate the presentation of these results, this section is divided into eight categories: Trip Desire, Kruse Way Traffic, Reduced Traffic Volumes, Increased Traffic Volumes, Road Improvements, Intersection Analyses, All Facilities, and a Traffic Impact Summary. The complete traffic data used to formulate reported conclusions are summarized in Appendix C. Three maps which show predicted traffic volumes on the affected street system for each alternative evaluated follow the traffic impact summary.

Trip Desire

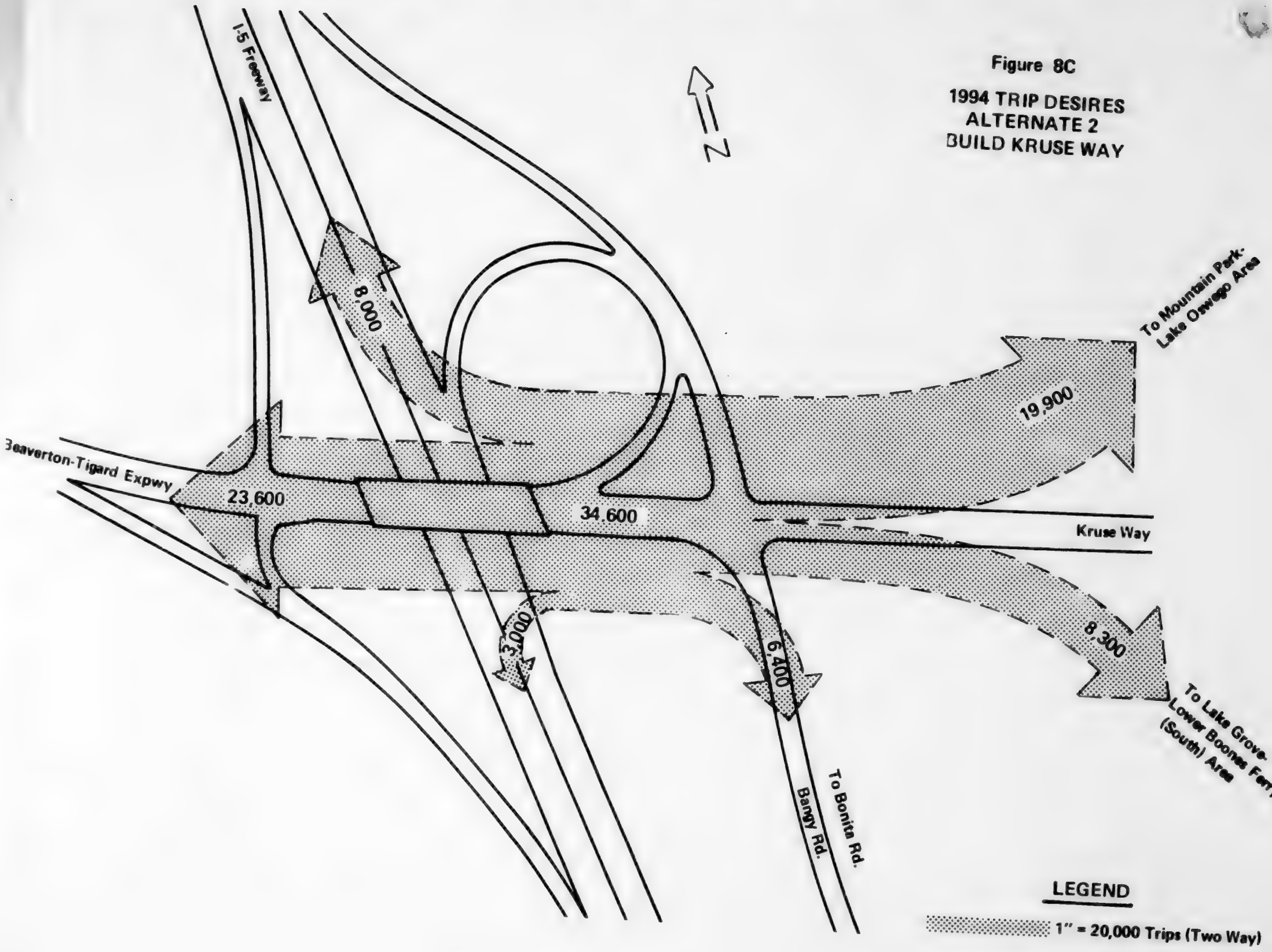
Figure 8C graphically depicts forecasted trip desires between Lake Oswego and westerly destinations via the South Tigard Interchange. Approximately 70 percent (19,900 ADT) of forecasted trips are oriented to and from Lake Oswego and the Mountain Park vicinity; about 30 percent (8,300 ADT) are oriented towards Lake Grove. The schematic depiction of trip desires demonstrates that the proposed alignment of the Kruse Way facility will most efficiently accommodate directional trip demand. Possible routing to the southeast would necessitate out-of-direction travel or greater dependence on local street facilities for the majority of traffic with destinations west of Interstate 5.

Kruse Way Traffic

Table 7 reports the forecasted traffic along Kruse Way for the years 1974, 1976, 1986 (tenth year after construction) and 1994. 1974 traffic volumes were predicted under the assumption that Kruse Way is operational.

Figure 8C

1994 TRIP DESIRES
ALTERNATE 2
BUILD KRUSE WAY



in 1974. During the 20-year forecast period traffic volumes along the proposed facility are expected to increase three fold from 9,400 ADT (1974) to 28,200 ADT in 1994. Traffic volumes for the years between 1974 and 1994 were calculated by interpolation. Between the year of scheduled opening (1976) and 1994 a compound annual growth in traffic of 5.6 percent was assumed. This growth rate resulted in an estimated 1986 traffic volume of 18,100 ADT for the Kruse Way road section between the Interstate 5 and Carman Road. The remaining section between Carman Drive and Lower Boones Ferry Road is estimated to have a 1986 average daily traffic volume of 16,200.* Levels of service along Kruse Way are expected to deteriorate from "A" in 1974 to "D" in 1994 ("D" equates with unstable flow conditions with tolerable delays).[25] However, if all major projects in the Tigard-Lake Oswego area are completed by 1994, level of service for Kruse Way improves to "C."[26]

TABLE 7

SUMMARY OF AVERAGE TRAFFIC VOLUMES
ON KRUSE WAY
(Interstate 5 to Lower Boones Ferry Road)

Year			
1974	1976	1986	1994
Interstate 5 to Carman Drive			
9,400	11,300	18,100	28,200
Carman Drive to Lower Boones Ferry Road			
8,400	10,100	16,200	20,400

Source: Oregon Department of Transportation, November, 1974.
Note: Kruse Way Four-Lane Design Capacity at Service Level "D" = 28,000 ADT.

[25]See Appendix C for a definiation of the various levels of service.

[26]These projects are listed in Appendix C.

*Under the recently (December 1974) enacted Rules for Indirect Sources and Maintenance of Air Quality Standards administered by the Oregon Department of Environmental Quality, the proposed Kruse Way project has insufficient traffic to fall under the Indirect Source Rules.

Reduced Traffic Volumes

A significant traffic benefit anticipated as a result of Kruse Way is reduced traffic volumes along several local and collector streets in the vicinity. The road sections affected in this manner are listed in Table 8. Predicted traffic volume reductions are attributable to the more direct routing provided by the proposed arterial. A corresponding benefit stemming from reduced traffic volumes is improved residential living conditions alongside the affected streets; trip reductions range from 55 percent (on Waluga Drive, Fosberg Road, and Lesser Road) to 71 percent (Bonita Road between Bangy Road and Carman Drive).

Increased Traffic Volumes

Nine road sections are predicted to have greater traffic volumes if Kruse Way is constructed (see Table 9). The most adversely affected section is between Kruse Way and Carman Drive along Lower Boones Ferry Road; traffic volumes are predicted to increase 62 percent to 27,800 ADT in 1994. This substantial upsurge is primarily caused by trip diversion from Carman Drive to Lower Boones Ferry Road for trips oriented towards the South Tigard Interchange. The diversion of trips along Carman Drive is shown as a traffic benefit in Table 8 (58% reduction in trips).

Other traffic increases on the affected routes are less significant and vary considerably in magnitude. Three routes (see asterisks in Table 9) are expected to experience increased volumes ranging between 11 and 17 percent; however, acceptable levels of service are maintained for these routes. In addition, one route (Lower Boones Ferry Road between Carman Drive and Kerr Road) is predicted to have levels of service in excess of "D" whether or not Kruse Way is constructed.

The most seriously affected road section in addition to the Lower Boones Ferry section occurs along the Beaverton-Tigard Expressway between Interstate 5 and 72nd Avenue; traffic volume increases attributable to Kruse Way (19%) are expected to reduce levels of service to below "D."

TABLE 8

ROAD FACILITIES SIGNIFICANTLY BENEFITED THROUGH REDUCTIONS IN TRAFFIC VOLUME BY CONSTRUCTION OF KRUSE WAY[1]

Route	Section	Traffic Volume Reduction - ADT - Year 1974[2]	Year 1994
Bangy Rd.	Bonita Rd. to I-5	2,400 (43%)	10,800 (60%)
Bonita Rd.	Bangy Rd.-Carman Dr.	2,400 (55%)	11,600 (71%)
Carman Dr.	Lower Boones Ferry-Fosberg Rd.	1,600 (67%)	6,600 (58%)
Waluga Dr.	Boones Ferry Rd. to Carman Dr.	1,000 (38%)	5,200 (55%)
Fosberg Rd.	Carman Dr.-Jefferson Parkway	400 (43%)	4,400 (55%)
Lesser Rd.	Jefferson Parkway-Haines Rd.	300 (33%)	4,400 (55%)

Source: Oregon Department of Transportation, November, 1974.

[1]The following road sections would experience relative reductions in traffic volumes but were not included because even with Kruse Way operating level of service would exceed "D": Carman Drive between Fosberg Road and Kruse Way, south of Kruse Way and Bonita Road to I-5; Lower Boones Ferry Road between Interstate 5 and Bryant Road; and Kerr Road between Portland Community College and Capitol Highways.

[2]Assumes Kruse Way is functional in 1974.

Road Improvements

A significant finding of the TLOSA is the number of road sections (6) requiring improvements whether or not Kruse Way is built. Moreover, eleven road sections should experience significant reductions in level of service with or without Kruse Way; Table 10 summarizes these findings.

An immediate need caused by the operation of the proposed Kruse Way facility is a revampment of the South Tigard Interchange. Traffic diverted to Kruse Way will necessitate the following changes to the interchange:

TABLE 9

ROAD FACILITIES ADVERSELY AFFECTED BY THE OPERATION OF KRUSE WAY

Route	Section	Traffic Volume Increase - ADT - Year 1974[1]	Year 1994
Country Club Rd.	Lower Boones Ferry Rd.- Goodall Rd.	1,300 (13%)	2,000 (11%)*
Kerr Rd.	Boones Ferry Rd. to Touch Stone	200 (5%)	3,000 (17%)*
Interstate 5	South Tigard Intchge. to Haines Intchge.	1,800 (4%)	2,200 (3%)
Beaverton-Tigard Expressway	I-5 to 72nd Ave.	3,800 (19%)	9,200 (19%)[2]
	72nd Ave. to Pacific Hwy. West	3,300 (19%)	6,800 (17%)*
Lower Boones Ferry Rd.	Bryant Road to Kruse Way	1,200 (13%)	300 (2%)[2]
	Kruse Way to Carman Dr.	1,400 (15%)	10,600 (62%)[2]
	Carman Dr. to Kerr Rd.	1,000 (10%)	3,600 (13%)[3]

Source: Oregon Department of Transportation, November, 1974.

Note: Road sections with asterisks (*) as superscripts have traffic volumes within acceptable levels of service.

[1]Assumes Kruse Way is operational in 1974.

[2]Traffic volume exceeds level of service "D."

[3]With or without Kruse Way, level of service "D" is exceeded.

TABLE 10

ROAD FACILITIES REQUIRING IMPROVEMENTS
WHETHER OR NOT KRUSE WAY IS BUILT[1]

Route	Section	Improvement or Deficiency
Interstate 5	Upper Boones Ferry-South Tigard Interchange	2 Additional Lanes (6-Lane Total)
	South Tigard Intchge.-Haines Rd. Interchange	2 Additional Lanes (6-Lane Total)
	Haines Rd. Intchge.-North Tigard Interchange	2 Additional Lanes (6-Lane Total)
	Southbound On-Ramp and Northbound Off-Ramp: South Tigard Intchge.	Forecasted Traffic Volume Reflects Capacity Limitation
Beaverton-Tigard Expressway	I-5 to 72nd Ave.	Exceeds "D" Level Capacity
	72nd Ave.-Pacific Hwy. West	Exceeds "D" Level Capacity
Carman Dr.	Fosberg Road-Kruse Way	Exceeds "D" Level Capacity
	Kruse Way to Bonita Road	Exceeds "D" Level Capacity
	Bonita Rd. to I-5	Exceeds "D" Level Capacity
Lower Boones Ferry Road	I-5 to Bryant Road	Exceeds "D" Level Capacity
	Carman Drive to Kerr Road	Exceeds "D" Level Capacity
Kerr Road	Boones Ferry Road to Touch Stone	Requires 2 Additional Lanes (4-Lane Total)
	Touch Stone-Jefferson Parkway	Requires 4 Lanes
	Jefferson Parkway-Portland Community College	Requires 4 Lanes
	Portland Community College-Capitol Highway	Exceeds "D" Level Capacity
Lesser Road	Haines Rd.-Capitol Hwy.	Exceeds "D" Level Capacity[2]
Haines Road	Lesser Rd. - I-5	Exceeds "D" Level Capacity

Source: Oregon Department of Transportation

[1]Based on 1994 traffic volume forecasts.

[2]If all improvements to existing facilities are made, this level is not exceeded (see "Traffic Analysis Methodology", Appendix C).

1) the I-5 overpass section will be restripped from the present four twelve-foot lanes to six eleven-foot travel lanes, 2) the loop off-ramp serving northbound I-5 traffic will be moved approximately 100 feet east and have another lane added, 3) three-phase signals will be placed at the ramp terminals and Bangy Road on either side of I-5, 4) another lane will be added to the southbound on-ramp to Interstate 5, and 5) an additional lane will be constructed along the Beaverton-Tigard Expressway between the interchange and 72nd Avenue. These improvements to the interchange will be a component of Kruse Way construction costs.

The major inference drawn from the magnitude of road improvement requirements or emerging capacity deficiencies is the significance of the relationship between land use and traffic generation. It was previously mentioned that even when auto-trip diversions to transit as high as 15 percent are assumed, these road improvements are still required to accommodate remaining auto-trip demand. It appears that future traffic bottlenecks in the TLOSA area cannot be avoided without altering the direction of future growth and land-use changes in the area.

Intersection Analyses

Several intersections were analyzed to determine their operational efficiencies with or without Kruse Way. The intersection of the Beaverton-Tigard Expressway and Bangy Road should experience improved traffic conditions with Kruse Way in operation. Traffic flow in the vicinity of the Beaverton-Tigard Expressway and the southbound on-ramp to Interstate 5 is predicted to deteriorate whether or not Kruse Way is constructed. Intersections of Kruse Way with Carman Drive and Lower Boones Ferry Road are forecasted to operate at a "D" level of service by 1994.

TABLE 11

TLOSA -- KRUSE WAY
SUMMARY OF INTERSECTION
ANALYSES

Location	Level of Service[1]			
	No Build		Build Kruse Way	
	1976	1994	1976	1994
Beaverton-Tigard & Bangy Rd. (East Side)	A	F[2]	A[3]	C[3]
Beaverton-Tigard & I-5 Southbound Ramps (West Side)	A	C[3]	A[3]	D[3]
Kruse Way & Carman Road	Does Not Exist	Does Not Exist	A[4]	D[3]
Kruse Way & Lower Boones Rd.	Does Not Exist	Does Not Exist	A[3]	D[3]
Bonita Rd. & Bangy Rd.	NA*	F[2]	NA*	C

Source: Oregon Department of Transportation, November, 1974.

[1]See Appendix C for Level of Service definitions.

[2]Intersections beyond workable operation (complete revision required).

[3]Intersections estimated to meet signal requirement.

[4]Borderline signal requirement.

*Not analyzed.

All Facilities

Another situation evaluated in the TLOSA was the potential effect the construction of all major projects in the area would have on future traffic volumes (see Appendix C for these projects). Since there is considerable uncertainty regarding which combination of projects will ultimately be implemented, the "all facilities" alternative is not given full evaluation. However, it is noteworthy that significant reductions

in traffic volumes on several facilities are predicted if all major project proposals become operational. These benefitied facilities include Kruse Way, Lower Boones Ferry Road between Kruse Way and Kerr Road, Kerr Road between Boones Ferry Road and Touch Stone and Lesser Road between Haines Road and Capitol Highway. Lesser Road between Jefferson Parkway and Haines Road, however, is predicted to be adversely affected if all facilities are improved. Traffic volume forecasts associated with the "All Facilities" alternative are summarized in Appendix C.

Conclusions

Traffic impact results discussed on pages 45-55 of this final environmental impact statement must be carefully interpreted. First, the primary purposes of the Kruse Way facility--to improve transportation service between Lake Oswego and westerly destinations and relieve traffic congestion on local streets--is largely fulfilled (see Table 8, page 49). Secondly, while traffic forecasts do indicate that Kruse Way will attract approximately 3,600-4,000 trips by 1994, most of the increased traffic will occur on arterial streets and highways which are predicted to have deficient levels of service without the construction of Kruse Way. Six of the nine streets that are expected to have higher traffic volumes (see Table 9, page 50) with the construction of Kruse Way will still have either acceptable levels of service, levels of service exceeding "D" without Kruse Way, or only marginal increases (3 percent or less). Most important, however, are the number of road facilities that require improvements to meet future traffic demand whether or not Kruse Way is built (Table 10, page 51). The importance of these needs lies in the fact that future road improvements are predicated on the need to accommodate forecasted population and employment growth in the area. As concluded

on page 52, it appears that future bottlenecks in the transportation network cannot be avoided without modifying the future form and/or direction of land use and transportation policy. Recognition of this requirement is a principal reason for the formation of a Governor's Task Force on Transportation. Signficiant progress towards alleviating growing traffic congestion without environmental degradation cannot be made until a balanced transportation-land use program is implemented for the Portland Metropolitan area. Thus, while Kruse Way cannot along relieve future traffic congestion in the Tigard-Lake Oswego area, it does provide a viable means of improving transportation service between Lake Oswego and westerly destinations with the attendance benefit of relieving congestion on local streets in the subarea.

Summary

Several major conclusions can be made regarding potential traffic impacts attributable to Kruse Way in the Tigard-Lake Oswego area:

1. Although existing traffic capacity deficiencies are lacking in the TLOSA study area street network, future problems are evident on a number of street sections--whether or not Kruse Way is built (Table 10).
2. The operation of Kruse Way will significantly reduce traffic volumes along local and collector streets (Table 8); trip reductions along these streets amount to 46,900 ADT in 1994. Trips diverted from these facilities will result in improved living conditions for nearby residents.
3. Several street sections serving either arterial or expressway functions will be the recipients of increased traffic volumes due to Kruse Way (amounting to 39,030 ADT in 1994). These predicted increases

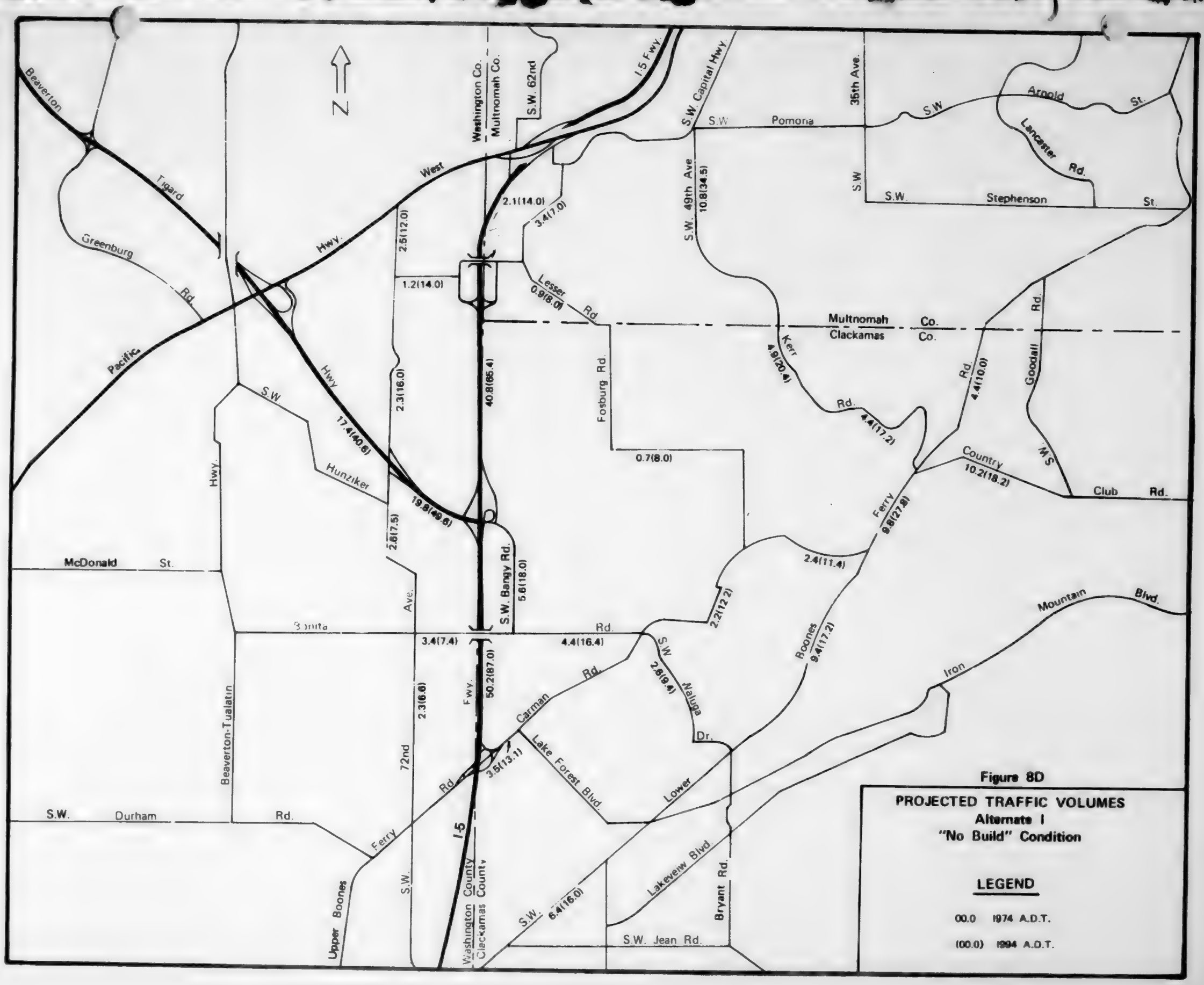


Figure 8D

PROJECTED TRAFFIC VOLUMES
Alternate I
"No Build" Condition

LEGEND

00.0 1974 A.D.T.

(00.0) 1994 A.D.T.

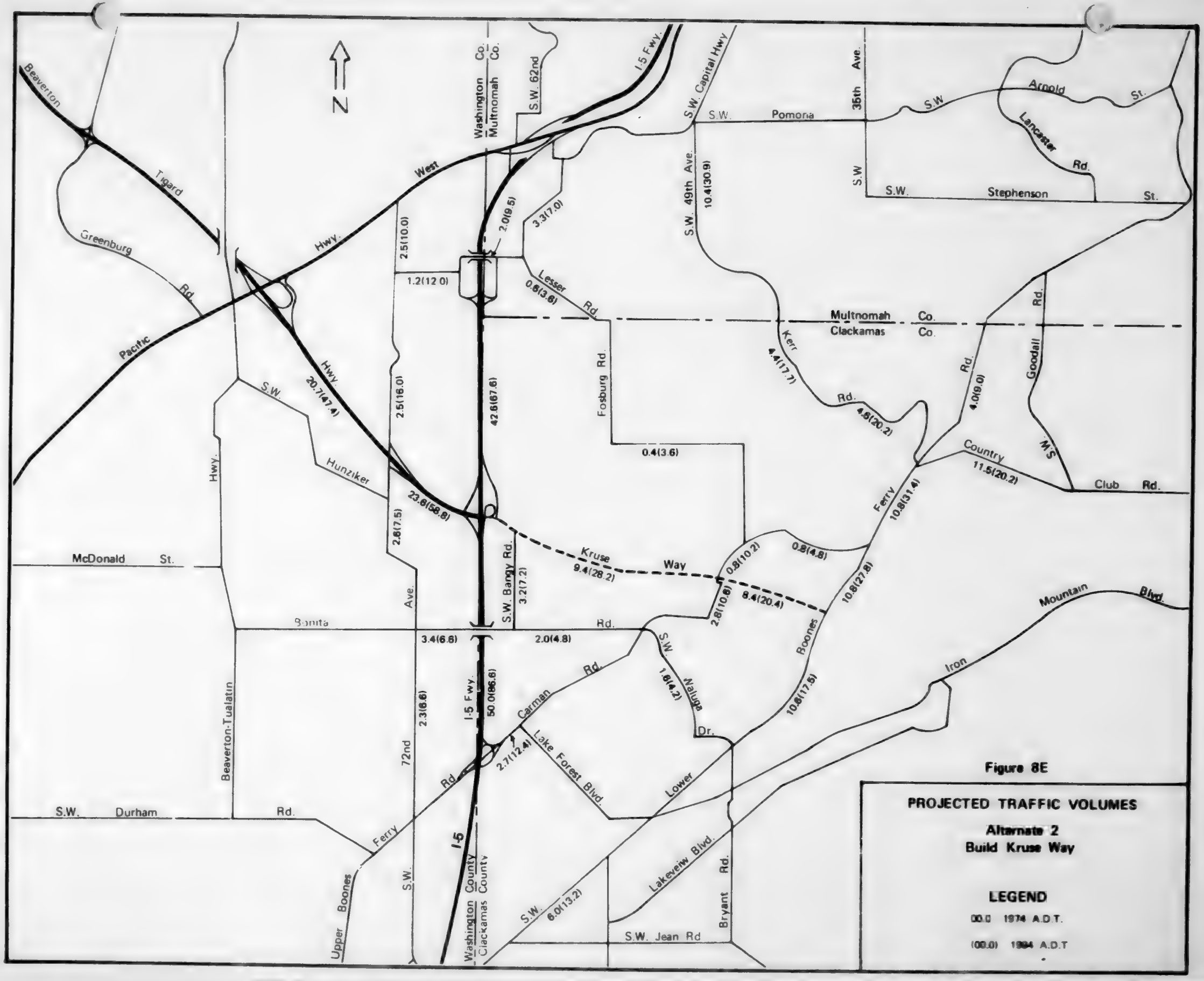


Figure 8E

PROJECTED TRAFFIC VOLUMES

Alternate 2
Build Kruse Way

LEGEND

00.0 1974 A.D.T.

(00.0) 1994 A.D.T

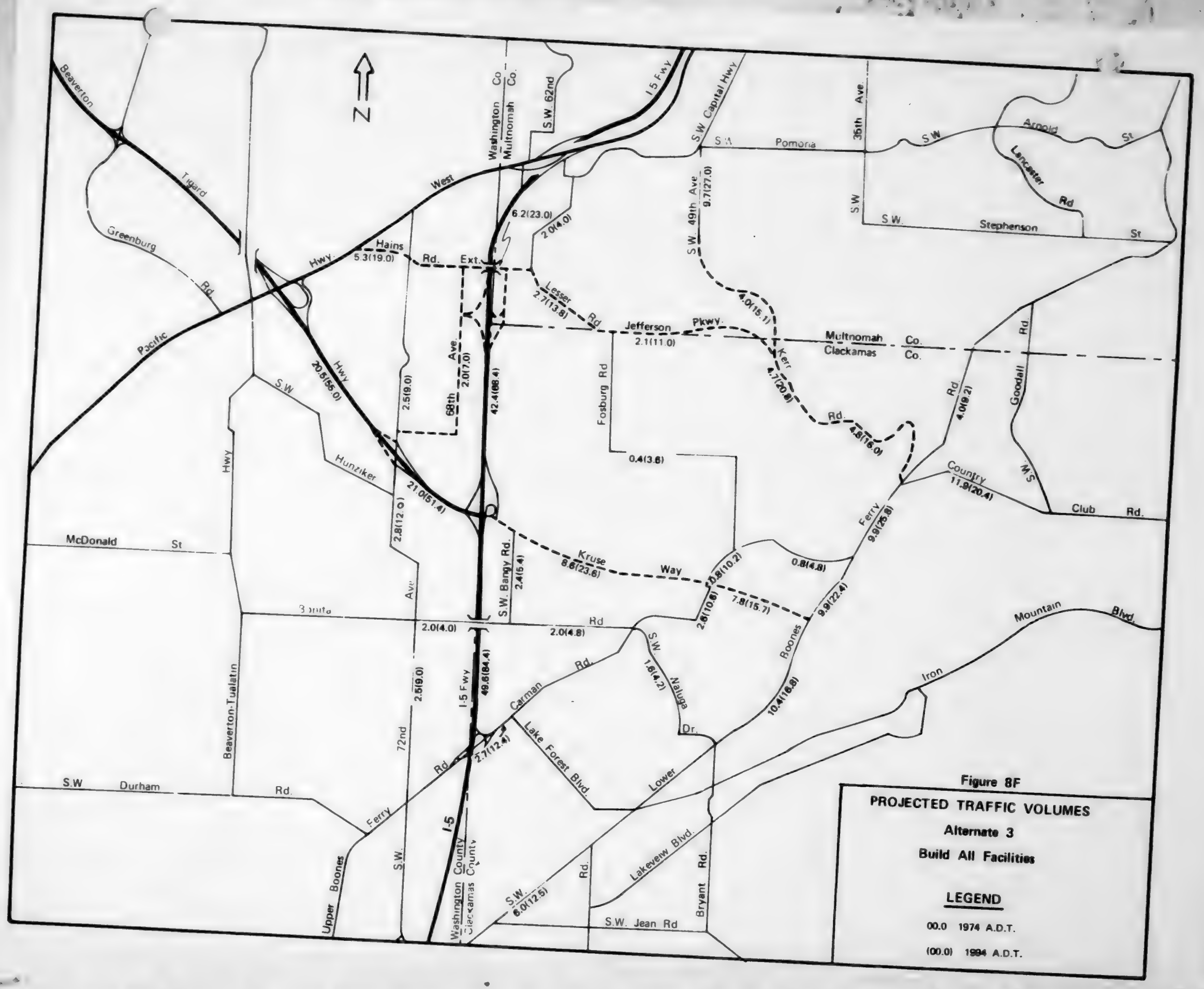


Figure 8F

PROJECTED TRAFFIC VOLUMES

Alternate 3

Build All Facilities

LEGEND

00.0 1974 A.D.T.

(00.0) 1994 A.D.T.

will cause levels of service to deteriorate below "D". (Table 9)

4. Traffic flow at two existing intersections will be differentially affected by Kruse Way. Compared to the no-build option, traffic flow at the intersection of the Beaverton-Tigard Expressway and Bangy Road will improve, whereas the intersection of the Beaverton-Tigard Expressway and the southbound Interstate 5 off-ramp (west side of overpass) will operate at level of service "D" compared to "C" with Kruse Way.
5. On the basis of directional trip desires, the proposed alignment of Kruse Way will best serve traffic.
6. An immediate secondary traffic impact of Kruse Way is the necessity to modify the South Tigard Interchange to accommodate increased traffic volumes, necessary modifications are a component of the proposed construction of Kruse Way.
7. Although traffic impacts have been largely predicted on the assumption of low transit service, increased transit service will not eliminate the need of Kruse Way or rectify emerging deficiencies in the TLOSA street network. Greater transit service should, however, modify the trend towards deteriorated transportation service.

Air Quality

Ambient air quality in the project area was the topic of a study conducted by the Oregon State Highway Division.[27] The study involved the

[27] Oregon Department of Transportation, West Portland Park and Ride Air Quality Technical Report, 1974.

collection of carbon monoxide and meteorological data and the application of mathematical relationships to derive concentrations of other pollutants. The results of this study are shown in Table 12. Suspended particulates have been measured by the Oregon Department of Environmental Quality with monitors at two sites in Lake Oswego and one site at Jackson High School, as well as other sites in the Portland metropolitan area. The suspended particulate data for 1973 is summarized on the following isopleth map which depicts the distribution of particulates in the Portland area. The proposed project is located between the 40 and 50 ug/m^3 contours.

Air Quality Predictions

Predictions of total vehicular emissions were made for two basic alternatives: "no-build" and the construction of Kruse Way as proposed. In an areawide consideration, the construction of several other highway projects would have an effect on traffic volumes on Kruse Way; however, Kruse Way traffic volumes in all cases would be reduced by up to approximately 20%. Thus, air quality impacts as the result of the subject facility would be less than the Kruse Way proposal. From the standpoint of local air quality, the construction of Kruse Way without the construction of other area projects would be the most critical alternative. Both the build and no-build assume the widening of I-5 to six lanes between the North Tigard Interchange and South Tigard Interchange.

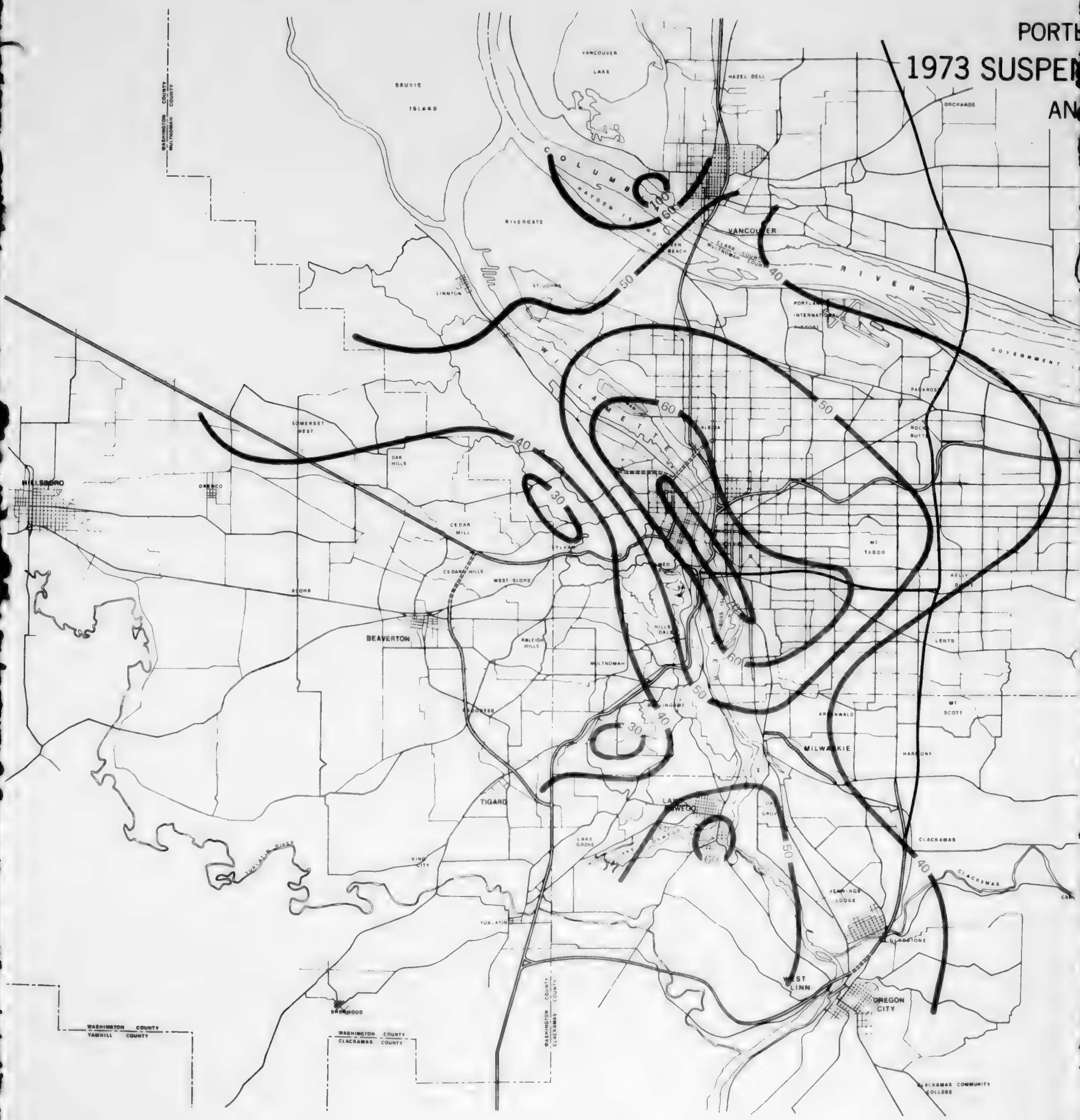
In determining study area air quality impact, total emissions for carbon monoxide, hydrocarbons, nitrogen oxides and lead were calculated using traffic volume data for streets significantly affected by Kruse Way.[28]

[28] OSHD Computer Program TOTAL#EM.

PORTL

1973 SUSPEN

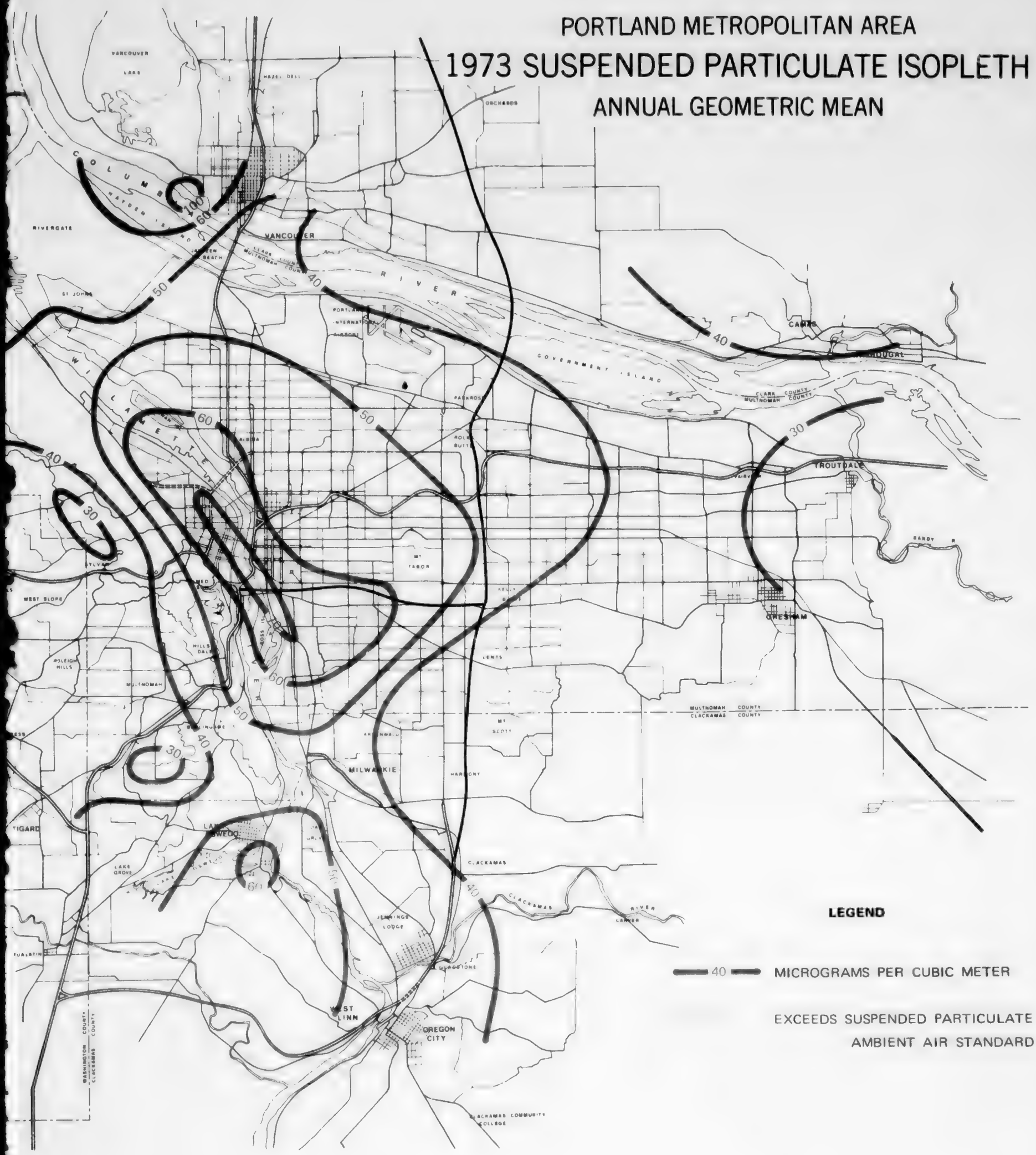
AN



PORTLAND METROPOLITAN AREA

1973 SUSPENDED PARTICULATE ISOPLETH

ANNUAL GEOMETRIC MEAN



LEGEND

40 MICROGRAMS PER CUBIC METER

EXCEEDS SUSPENDED PARTICULATE AMBIENT AIR STANDARD

Predictions were made for 1976, 1978 and 1994. The results of this areawide (mesoscale) analysis are shown in Table 13. As can be seen, an initial increase in all pollutants is predicted should Kruse Way be constructed and the anticipated attracted traffic materializes. The magnitude of this increase is between 13 and 15 percent and would indicate an adverse air quality impact could be expected with allowance for errors in traffic forecasting.

TABLE 12

SUMMARY OF EXISTING AIR QUALITY
IN PROJECT STUDY AREA

Pollutant	Averaging Time	Primary Standard*	Background Concentration	
			Typical	Worst Case
Carbon Monoxide	1 hour 8 hours	40 mg/m^3 10 mg/m^3	3 mg/m^3	5 mg/m^3
Hydrocarbons	3 hours	160 ug/m^3	150 ug/m^3	240 ug/m^3
Nitrogen Dioxide	Annual Average	100 ug/m^3	50 ug/m^3	---
Suspended Particulate	Annual Average	60 ug/m^3	45 ug/m^3	---

Source: Oregon State Highway Division, Environmental Section.

*Standards based on annual averages are not be exceeded, all others are not to be exceeded more than once annually.

All predictions for 1994 show decreases as large as 42 percent over the existing conditions. This reduction is a direct result of improved vehicle emission controls. The differences between carbon monoxide and hydrocarbon concentrations for the build and no-build alternatives cannot be considered significant since the probable error in forecasting traffic volumes in 1994 greatly exceeds these values (see discussion on page 60).

TABLE 13

TOTAL EMISSION SUMMARY
TON/YEAR

Year	Alternate	Carbon Monoxide	CO Percent*	Hydrocarbons	HC Percent*	Nitrogen Oxides	NO_x Percent*	Lead	Pb Percent*
1976	No-Build	3310.10	100	580.98	100	589.31	100	9.36	100
	Build	3728.81	113	656.78	113	677.96	115	10.79	115
1978	No-Build	2858.15	86	439.28	76	562.76	95	9.10	97
	Build	3179.29	96	491.88	85	644.78	109	10.46	112
1994	No-Build	1913.86	58	382.65	66	447.66	76	8.16	87
	Build	1976.49	60	393.29	68	477.80	81	8.75	93

Source: Oregon State Highway Division, Environmental Section.

*All percentage comparisons are relative to predicted emissions for the no-build alternate in 1976.

Although concentrations of nitrogen oxides will decrease for both alternates from 1976 to 1994, a higher concentration can be reasonably expected in 1994 as a result of the proposed facility. An increase in lead emissions is also predicted. This prediction however does not fully consider the total elimination of lead as currently favored by the Environmental Protection Agency. Should further restrictions in lead usage occur a reduction in lead would be noted.

Due to the high traffic volumes in the vicinity of the South Tigard Interchange, for both the no-build and build alternatives, a three dimensional computer prediction model was utilized to determine air quality impacts in the immediate area.[29] (See page 63 for summary and conclusions.)

Microscale Analysis

Pollutant concentrations adjacent to Kruse Way were predicted using a two dimensional, finite difference computer model for 1976, 1978 and 1994.[30] The model takes into consideration such variables as topography, wind shear and turbulent diffusion as well as the usually included parameters of wind speed, wind direction and source strength. Predictions of carbon monoxide concentrations were made at cross sections along Kruse Way and Bonita Road under worst case meteorological conditions.[31] Results of this analysis are presented in Table 16.

[29] Systems, Science and Software, I-205 Highway Impact Study, Section 2.2, Report No. SSS-R-73-1982; 1973.

[30] Systems, Science and Software, The S^3 EXPLOR Code Report No. SSS-P-73-1601, 1973.

[31] "Worst case" refers to a period typified by extremely stable air with little or no wind. Such meteorological conditions enhance the build-up of pollutants.

The prediction of pollutant levels made for Bonita Road indicates air quality near this facility would be favorably effected by the construction of Kruse Way. The results of the analysis for 1976 are shown in Figure . The construction of Kruse Way would eliminate the violations of the eight-hour carbon monoxide standard which presently exists along Bonita Road. Further analysis shows that CO concentrations would be reduced in future years for both alternatives. No 8-hour carbon monoxide violations along Bonita Road would occur with the construction of Kruse Way for any year studied, however violations without Kruse Way would still exist in 1994 within 100 feet of the roadway centerline.

Long-Term Predictions - Probable Errors

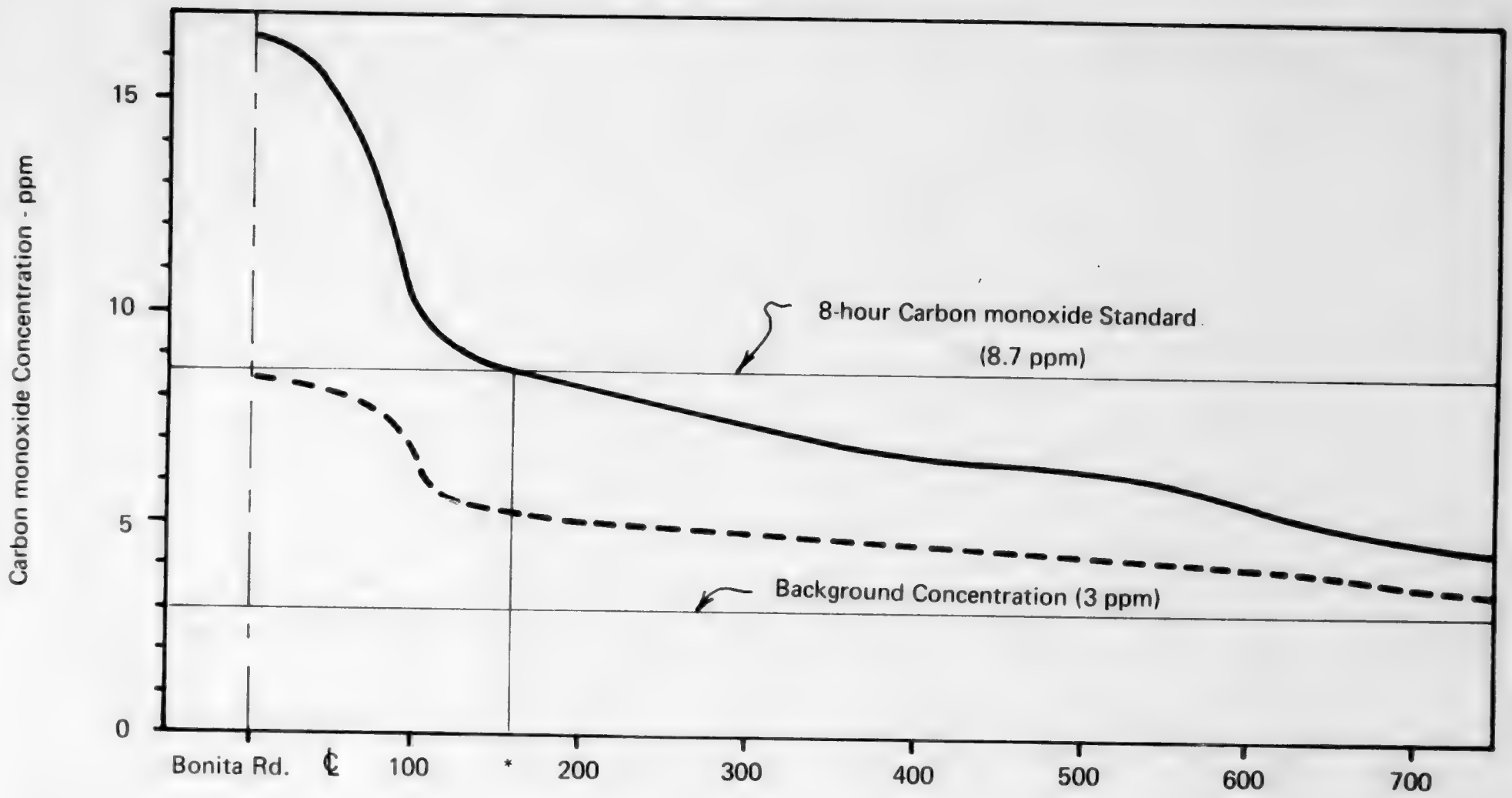
The process of predicting future air quality involves the manipulation of many variables which are all subject to statistical error. These variables are listed in Table 14. The computer programs used in the analysis of this project have been validated in actual situations where many variables were determined by field measurements.[32] Errors 11 through 14 have been found to be very minor by use of this validation and would not exceed one percent in total magnitude. The other parameters however can vary greatly and thus introduce errors of considerable magnitude. Traffic data is based, in part, on historical trends which have been very reliable in the past, but more recently have been subject to the availability of gasoline and the changing desires of the traveling public. The magnitude of the errors associated with traffic projections (items 1 through 6) have not been quantified but it could be reasonably expected that errors up to

[32]Ruth S. Sheridan, "Application and Validation of Atmospheric Dispersion Models;" Proceedings-Environmental Systems Analysis and Planning-Salem, Oregon; Systems, Science and Software; August 29, 1974.

TABLE 14

LIST OF PROBABLE ERRORS

Parameter
1. Estimated traffic volumes
2. Vehicular volume - density relationship
3. Vehicular density - speed relationship
4. Assumed steady state traffic flow
5. Estimated truck mix
6. Estimated peak-hour volumes
7. Variations of emissions with speed
8. Emission control strategy
9. Expected age and mileage of vehicles
10. Deterioration factors
11. Dispersion coefficients
12. Modeling of topography
13. Atmospheric reactions and absorption
14. Mechanical turbulence induced by traffic



Bonita Road Cross Section

Figure 8G

1976 Without Kruse Way

1976 With Kruse Way

*Approximate limit of violation
(1976 No Build)

10 or 15 percent may be introduced. A ten percent error in the forecasting of I-5 traffic volumes alone was found to introduce an error for the entire region of between 4-1/2 and 6 percent in predictions for 1976 and 3-1/2 to 5-1/2 percent[33] for 1944.

Items 7 through 10 are all related to emission control strategy and in long-term projections should represent only a minor source of error. Automobile emission standards are presented in Table 15. Recent delays in control usage do not increase pollution, but only slow down the process for the final attainment of the clean air goal.[34]

[33]Wall Street Journal, Review and Outlook: The Ivy League Auto Report (October 28, 1974), p. 8.

[34]Changes in concentrations varied depending on the individual pollutant considered.

TABLE 15

INTERIM AUTOMOBILE EMISSION STANDARDS

Vehicle Year	Pollutant Emission (grams per mile)		
	Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
Pre-1968*	8.6	87.5	3.5
1973	3.0 (3.0)	28.0 (28.0)	3.1 (3.1)
1975	1.5 (0.4)	15.0 (3.4)	3.1 (3.1)
1976	0.4 (0.4)	3.4 (3.4)	2.0 (0.4)
1977	0.4 (0.4)	3.4 (3.4)	0.4 (0.4)

Source: Environmental, Science and Technology, Vol. 8, No. 9, September, 1974.

Numbers in parentheses indicate original standards.

*Uncontrolled vehicles.

Summary and Conclusions

Carbon Monoxide

The construction of Kruse Way will not cause the one-hour carbon monoxide standard of 40 mg/m^3 to be violated anywhere along the proposed route. One hour carbon monoxide concentrations at the South Tigard Interchange (Kruse Way at I-5), will approach the one hour standard in isolated areas along the Beaverton-Tigard Highway in 1976. No one hour violations are predicted to occur in any subsequent year off the pavement surface.

Violations of the eight-hour carbon monoxide standard of 10 mg/m^3 can be expected along Kruse Way within 175 feet of the proposed centerline in 1976. By 1978 the area of violation is predicted to be within the right-of-way with gradual improvement noted through 1994. The eight-hour standard

is presently being violated in the vicinity of the South Tigard Interchange and will continue to be violated through 1994 with or without the construction of Kruse Way. The area of violation at the interchange with Kruse Way would range from approximately 900 to 1,100 feet in 1976.[35] This area would be diminished in future years as a greater portion of the vehicle population would be equipped with emission controls. (In 1978 the area would extend 700 to 800 feet, and, in 1994, less than 300 feet.) The construction of Kruse Way will eliminate all carbon monoxide violations along Bonita Road.

The "no-build" alternate would allow eight-hour carbon monoxide violations along Bonita Road to continue through 1994. The area of violation would range from 150 feet in 1976, to less than 100 feet in 1994. (Distance as measured from the roadway centerline.) No violation of the one-hour carbon monoxide standard is predicted for any year along this facility.

Violations of the eight-hour carbon monoxide standard will occur at the South Tigard Interchange with the "no-build" alternate. The area effected would range from approximately 600 to 700 feet in 1976. As with the "build" alternate this area will be reduced in future years and by 1994 is predicted to extend 200 feet off the roadway.

In consultation with the Department of Environmental Quality the Kruse Way proposal has been found to be consistent with the State Air Quality Implementation Plan (see Department of Environmental Quality letter of concurrence in Appendix F).

[35] Downwind from the interchange -- for worst case meteorological conditions -- this would be the northwest quadrant of the interchange area.

TABLE 16

LIMITS OF 8-HOUR
CARBON MONOXIDE VIOLATIONS[1]

Facility	No-Build			Build		
	1976	1978	1994	1976	1978	1994
Kruse Way	---	---	---	175	170	150
Bonita Road	160	120	100	0	0	0
South Tigard Interchange	600-700	400-500	200	900-1100	700-800	300

Source: Oregon State Highway Division, Environmental Section.

[1]Distance in feet from roadway centerline. At the South Tigard Interchange this distance is measured from the centerline of the Beaverton-Tigard Highway.

The computer model, NEXUS[35a], used to predict air quality impacts in the South Tigard Interchange area was also utilized to determine pollutant concentrations at the Kruse Way-Boones Ferry Road intersection for 1976 and 1994. Several seperate computer runs were made to study two extremes in traffic conditions typical of many existing intersections. The first of these conditions studied assumed that greater than fifty percent of all vehicles approaching the intersection would experience stop delays in traffic queues at the signal. The remaining vehicles would experience at least a fifty percent reduction in travel speeds due to congestion. The second condition was typified by relatively free flow through the signal with only a minor reduction in travel speeds. The interpretation of the results of the modeling assumed the first condition would be more applicable to a one hour worst case consideration while the latter would be more valid in depicting the eight hour average condition. Figures 8H and 8I summarize the results of this analysis.

Statistically, the simultaneous occurrence of severe traffic impact on the intersection and unfavorable meteorological conditions would occur less than ten days out of the year. During typical conditions no carbon monoxide violations would be predicted outside the highway right-of-way, however, the standards as written do not permit more than one violation annually. It is because of this fact that consideration is given to these infrequent periods depicted in the following figures.

Reactive Hydrocarbons

Thirty percent of the hydrocarbons emitted from motor vehicles will react in the atmosphere to form secondary pollutants such as photochemical

oxidants.[36] On a local level consideration is normally given only to ethylene, a hydrocarbon which in higher concentrations (approximately 100 ug/m^3) will adversely affect vegetation. No State or Federal standard has been made for this pollutant; however, levels greater than the 100 ug/m^3 threshold value are predicted in approixmately the same area as violations of the eight-hour carbon monoxide standard.

On a larger scale, the build alternate will cause an initial increase in reactive hydrocarbons. Very little difference can be noted between alternates in 1994. Since reactive hydrocarbons can play an important role in the formation of photochemical smog, the potential for this secondary pollutant would be increased to a minor degree if Kruse Way is constructed. As indicated in Table 12, ambient reactive hydrocarbon (RHC) concentrations within the study area exceed the three hour standard under worst case conditions. The South Tigard Interchange area makes a significant contribution to ambient RHC levels, with or without Kruse Way. Again, it should be noted that the hydrocarbon standard is not based on the direct effect of hydrocarbons on human health, but rather on the role of non-methane hydrocarbons in the production of photochemical smog.[36a] Hydrocarbon concentrations in the vicinity of South Tigard Interchange and near the intersection of Kruse Way and Lower Boones Ferry Road were factored from 8-hour carbon monoxide data and plotted on isopleth maps. The maps and methodology for this technique are presented in Appendix A.

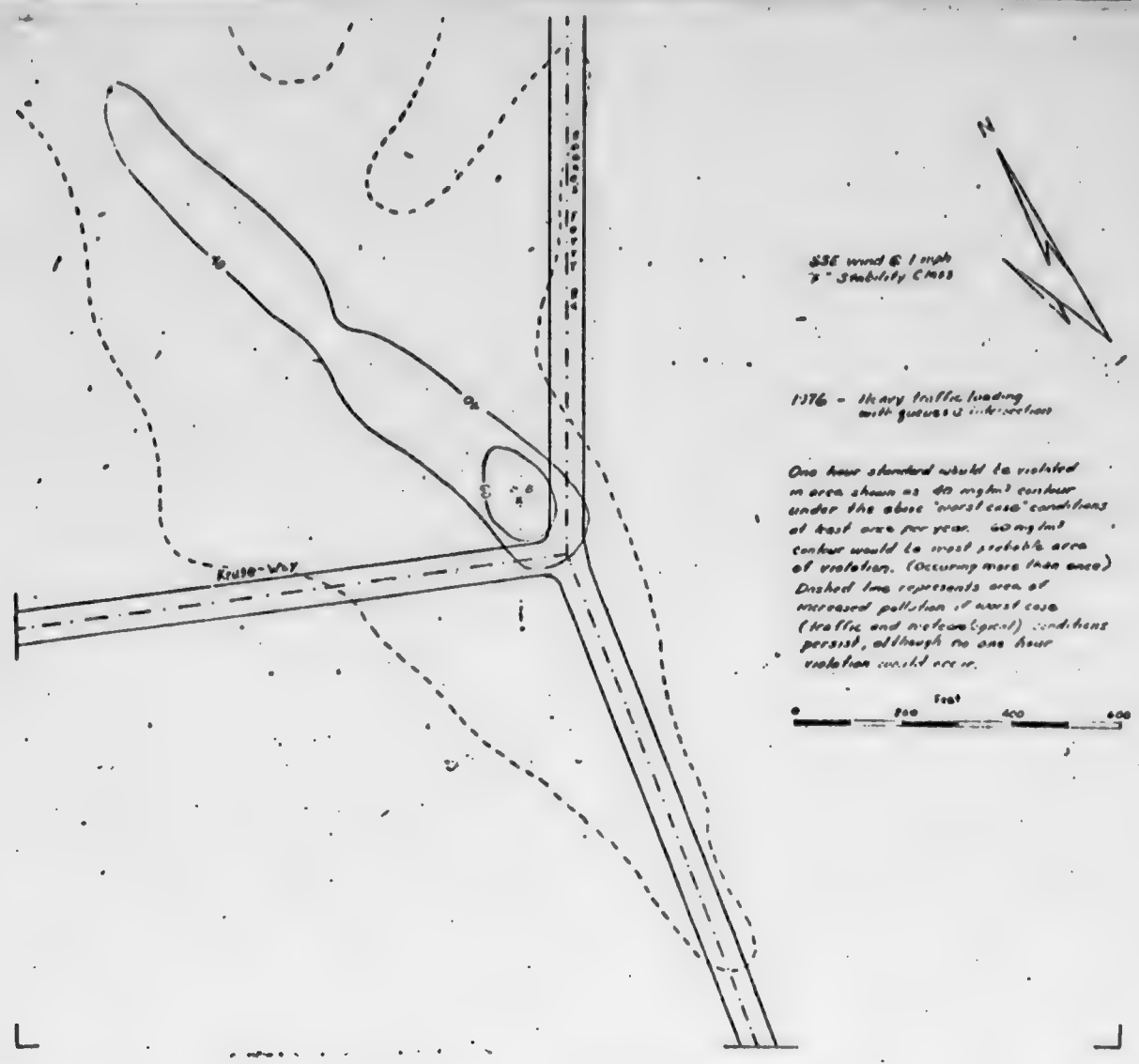
Nitrogen Dioxide

No violations of the annual average nitrogen dioxide standard of 100 ug/m^3 is predicted as a result of either alternate. This prediction was made by factoring data derived for carbon monoxide. (See Appendix A.)

Particulates and Lead

Due to the relatively small contribution to total particulates made by motor vehicles (less than ten percent) no violation of the 60 ug/m^3 annual average standard is predicted for either alternate. The most notable particulate from automobiles is lead. The Oregon Department of Environmental Quality had adopted a standard for airborne lead of 3 ug/m^3 as averaged over 30 consecutive days. This standard is currently not being violated adjacent to urban freeways in the Portland metropolitan area. Violations of this standard

[36]"Hydrocarbon Composition of Urban Air Pollution", Lonneman, et. al.; Environmental Science and Technology; March 1974.


Kruse Way
SSE wind @ 1 mph
"F" Stability Class
1976 - Heavy traffic loading with queues at intersection
One hour standard would be violated in area shown as 40 mg/m³ contour under the above "worst case" conditions at least once per year. 40 mg/m³ contour would be most probable area of violation. (Occurring more than once)
Dashed line represents area of increased pollution if worst case (traffic and meteorological) conditions persist, although no one hour violation would occur.
Feet
N

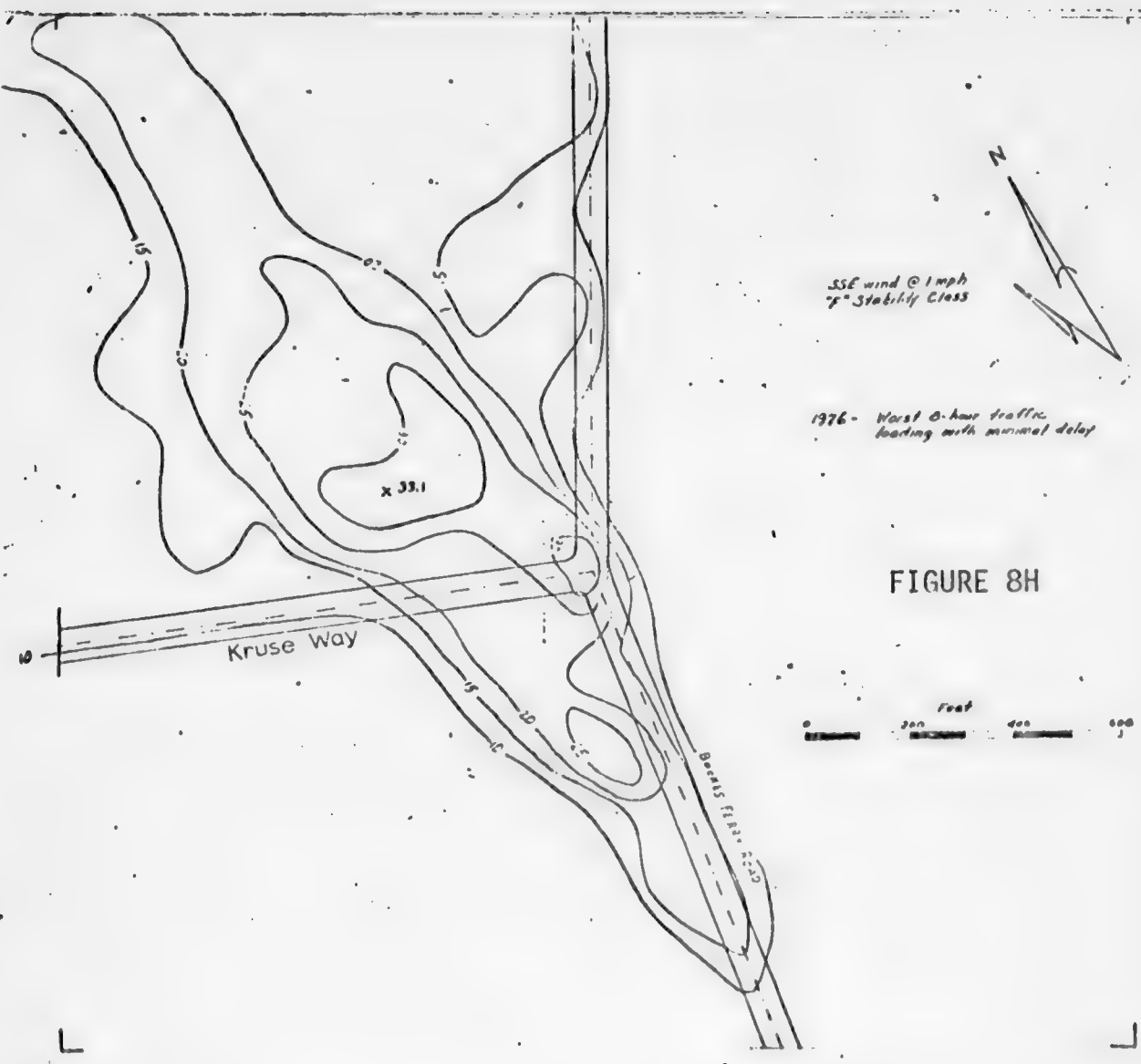
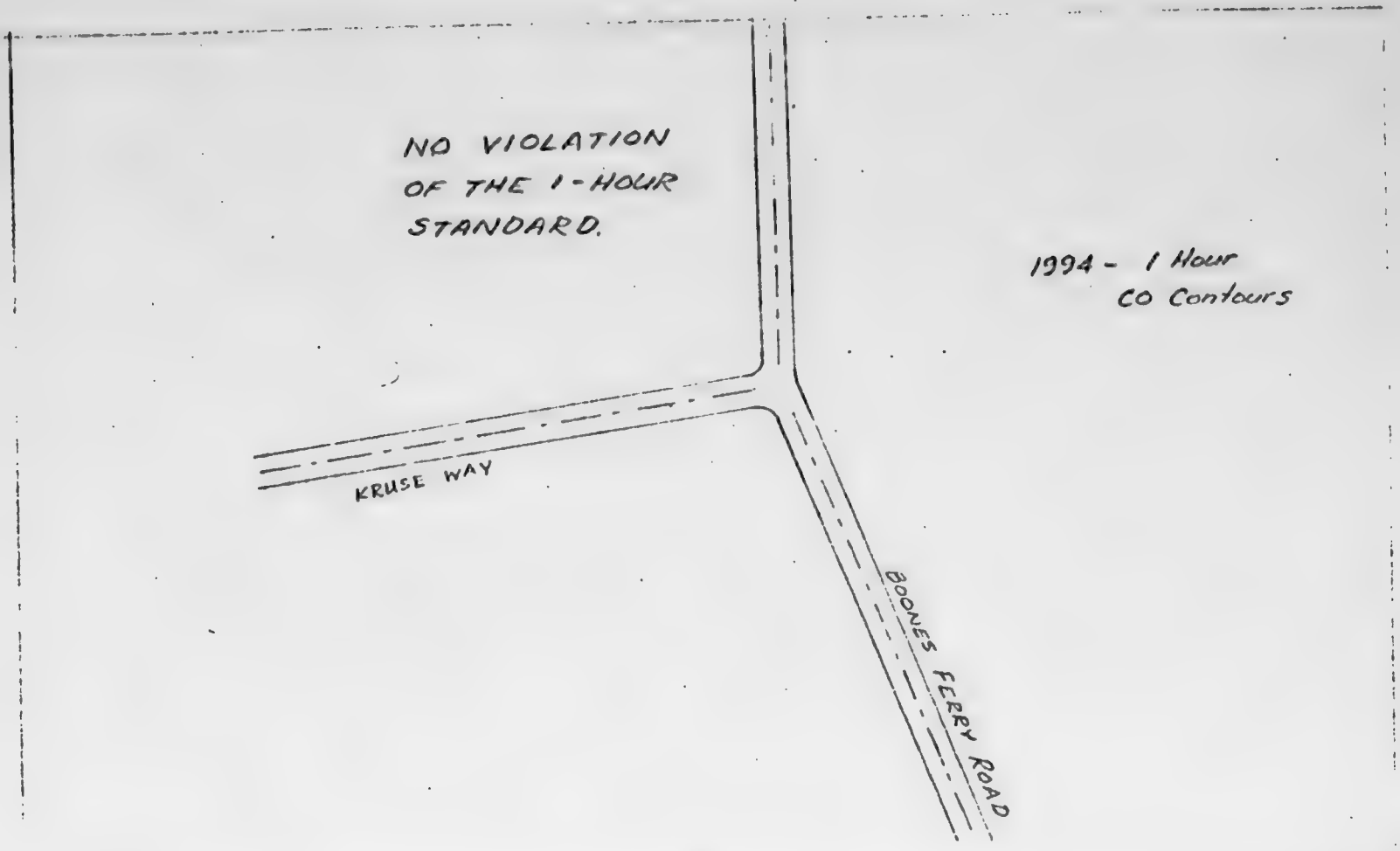
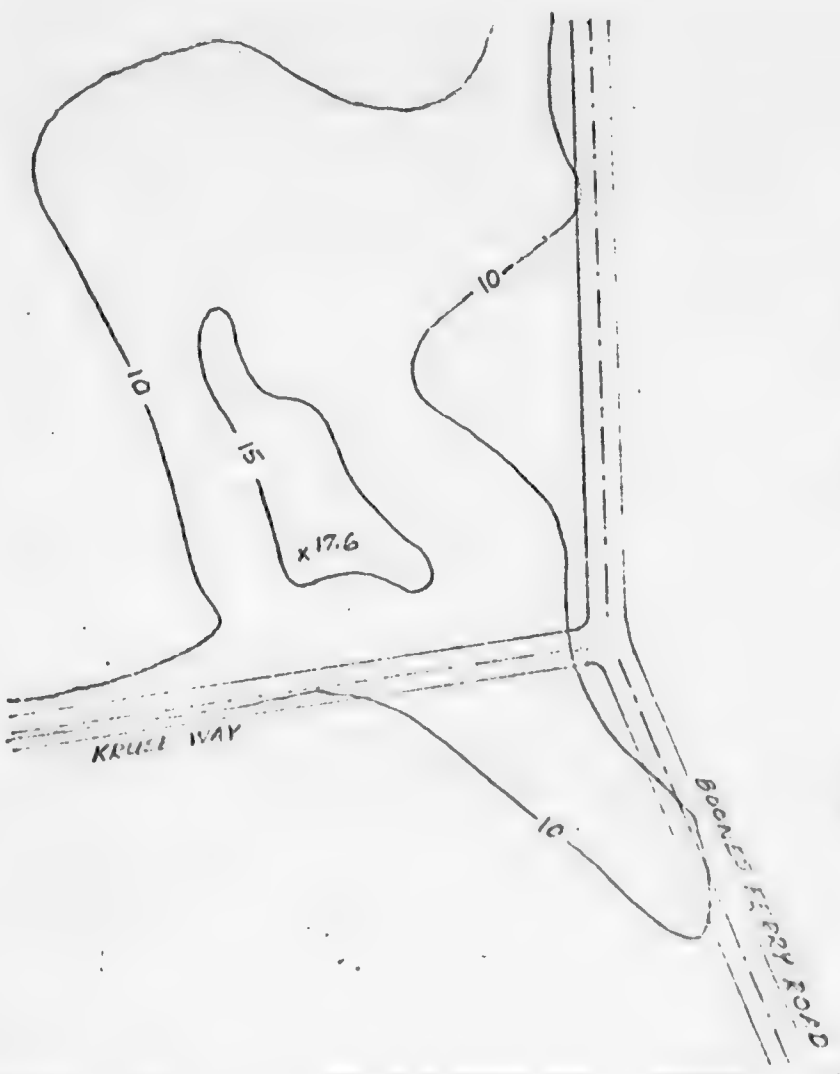
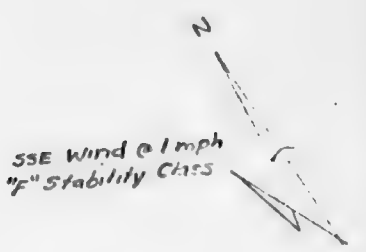

Kruse Way
Bacelis Ferry Road
x 33.1
SSE wind @ 1 mph
"F" Stability Class
1976 - Worst 0-hour traffic loading with minimal delay
Feet
N

FIGURE 8H



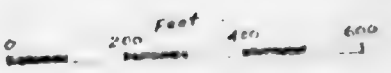
1994 - 1 Hour
CO Contours





1994 - 8 hour Average
CO Contours

FIGURE 8I



are not predicted to occur outside the right-of-way for either alternative in 1976 or future years.

Noise

Preliminary to a noise impact analysis is the establishment of noise criteria or standards to determine acceptable noise levels. Two criteria are used in this study. First, the maximum noise level at the surveyed sites should meet Federal Highway Administration (FHWA) guidelines (Table 17). Secondly, an increase in noise level of more than 10 dBA over ambient levels (weighted sound pressure level) should be considered objectionable and a major noise impact (see Table 18).

TABLE 17

INCREASES IN SOUND LEVELS AND NOISE IMPACT

Intermittent Sound Excesses Above the Ambient Levels	Rating	Audible Change in Noise Level
Less than 5 dBA	No Impact	Barely noticeable
5 to 10 dBA	Minor Impact	Noticeable, but not objectionable
More than 10 dBA	Major Impact	Very noticeable-objectionable

Source: Highway Noise: A Design Guide for Highway Engineers, prepared by Bolt, Beranek and Newman (Washington, D.C.: Highway Research Board, 1971), p. 21.

TABLE 18

DESIGN NOISE LEVEL/LAND-USE RELATIONSHIPS

Land-Use Category	Design Noise Level - L_{10}	Description of Land-Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5A(5) and (6), this PPM.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: U.S. Department of Transportation, Federal Highway Administration, PPM 90-2, Noise Standards and Procedures, (Transmittal 229, Feb. 8, 1973).

Peak truck hour noise levels were predicted for 1976 and 1994 utilizing computer analysis techniques. Three major sites and several homes on or near the sites were surveyed and evaluated. (For an explanation of specific procedures and evaluation criteria, see Appendix B.)

Three major sites were surveyed for ambient noise levels. Site A is situated in an open field about 50 feet south of Bonita Road at a point

about half way between Bangy Road and Carman Drive. Site B is located about 50 feet east of Carman Drive near the Quarry Road intersection. Site C is located about 50 feet northeast of the Bangy Road and Meadows Road intersection.

Sound levels at Site A on Bonita Road were found to be in excess of FHWA standards during peak travel time (8:00 AM), but sound levels for the remainder of the day averaged about 65 dBA, which is within the federal standards.

Sound levels at Site B on Carman Drive were found to be quite low. The average daily L_{10} sound level (the level exceeded 10 percent of the time) was recorded at 54 dBA.

Sound levels at Site C on Bangy Road were found to be high because of its nearness to Interstate 5. The volume of traffic on Bangy Road had little effect on sound levels recorded at this site as indicated by the high L_{90} sound level (the level exceeded 90 percent of the time). (See Figure 11.)

Because of projected substantial decreases in the traffic volumes on Bangy Road and Bonita Road as a result of traffic diverted to Kruse Way, significant decreases in the peak sound levels (L_{10}) at Site C on Bangy Road and at Site A on Bonita Road are expected. Continuous sound levels will still remain relatively high at Site C due to its proximity to I-5. Truck traffic is about 15 dBA greater than automobile traffic sound levels. On Bonita Road, a decrease of truck traffic proportional to the total traffic volume is expected. This would reduce sound levels on Bonita Road approximately 10 dBA by 1976.

A more detailed analysis was conducted at Site B (Kruse Way-Carman Drive intersection) because a significant increase in sound levels is expected for the site as a result of the construction of Kruse Way. A grid with one-hundred-foot spacing between coordinates was drawn on a large-scale map of the

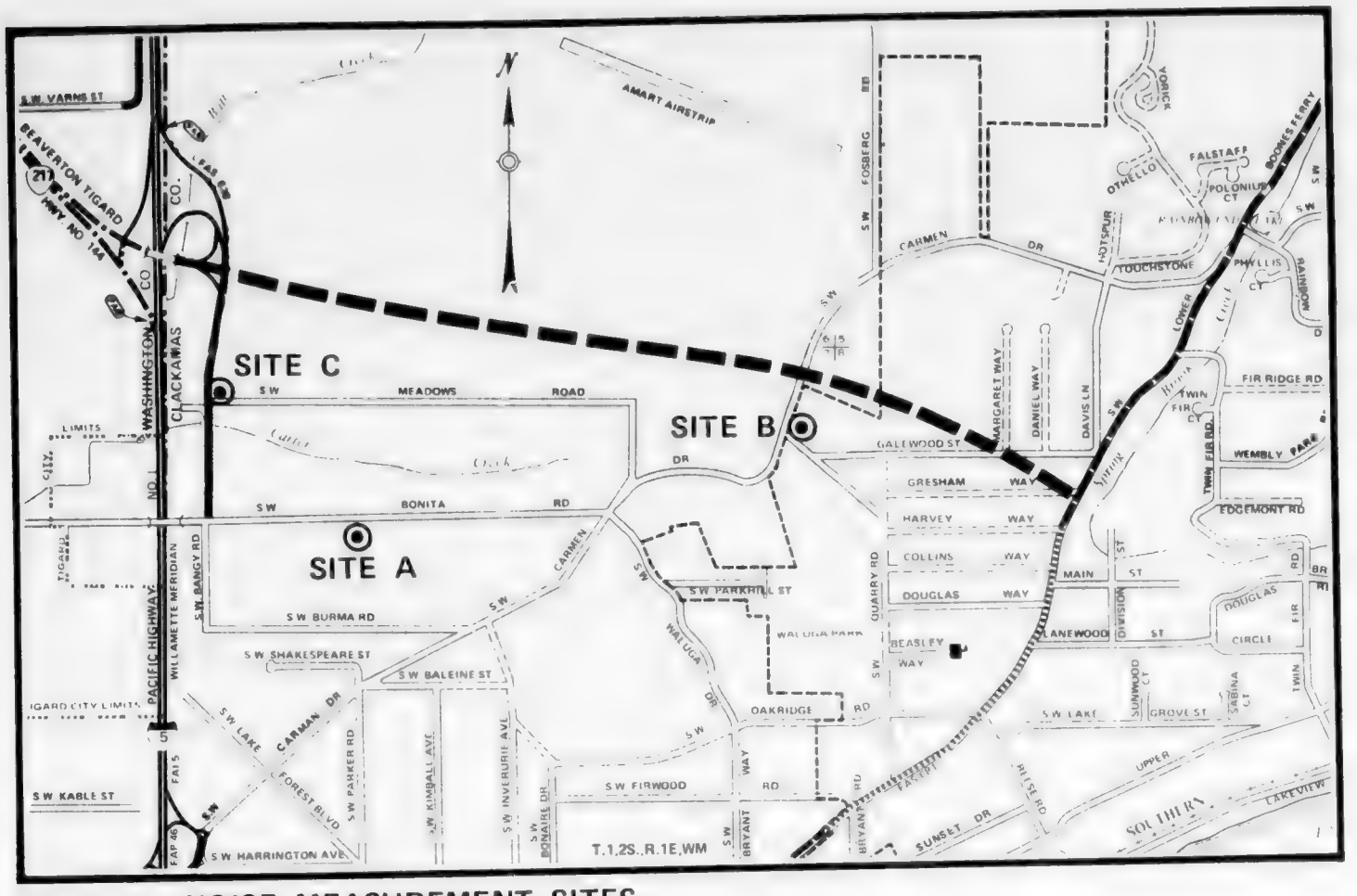
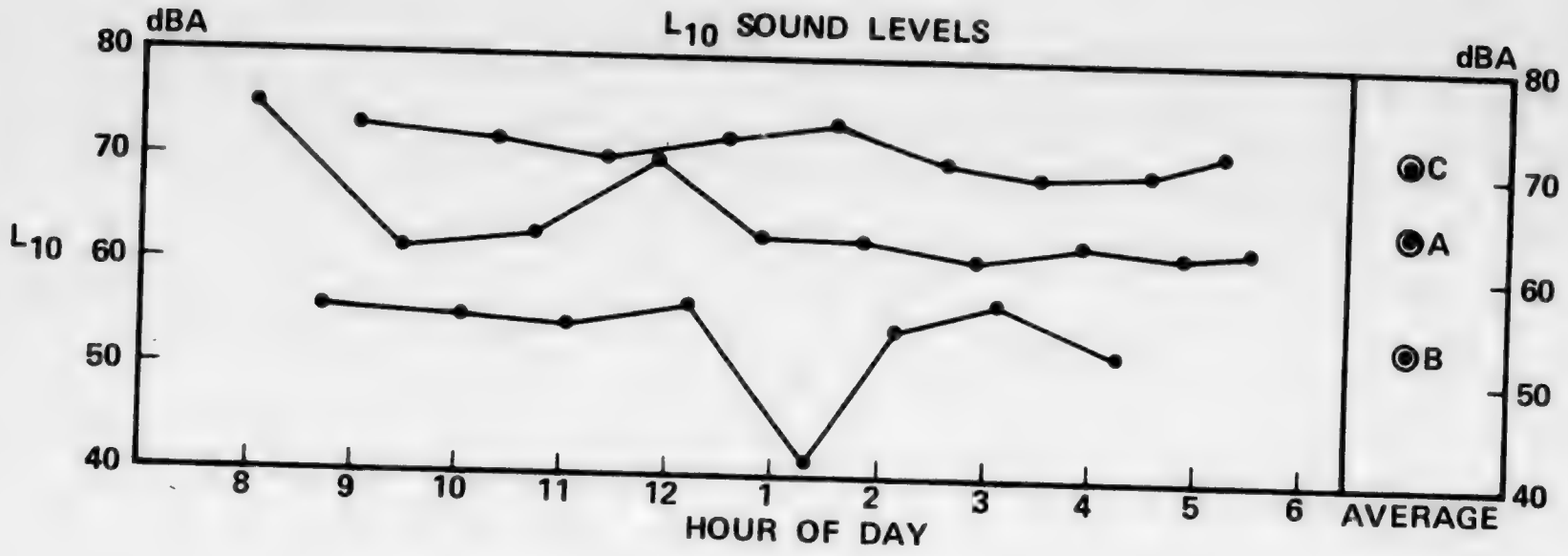
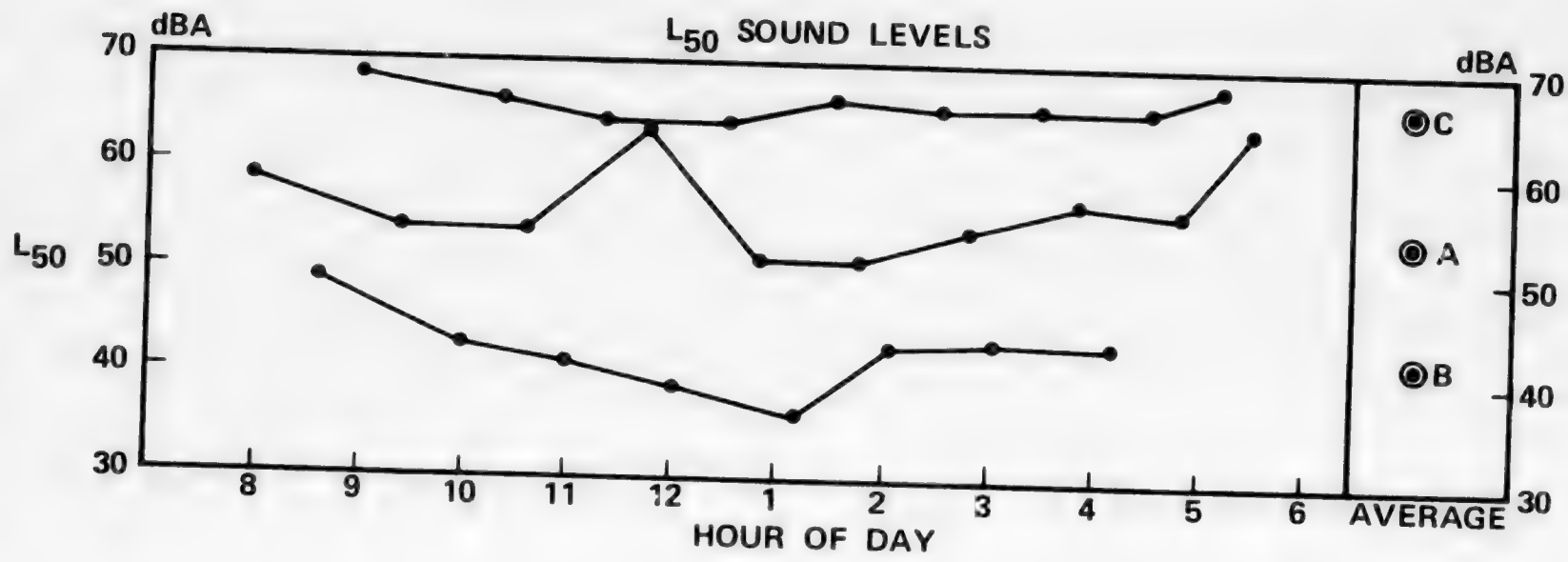


Figure 10. NOISE MEASUREMENT SITES

Plate 11. Noise Site A - 50 feet from Bonita Road, facing north.

Figure 11
AMBIENT SOUND LEVELS OF SITES A, B, AND C.





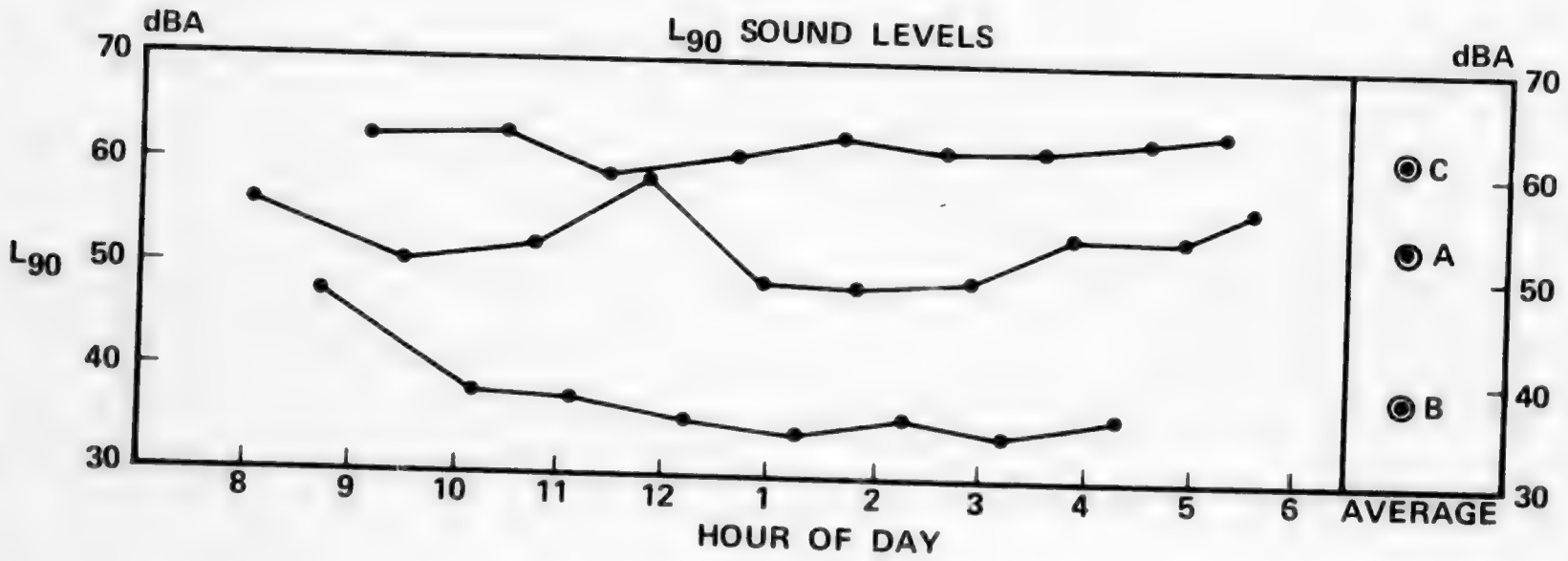


Plate 12. Noise Site B - 50 feet from Carman Drive, facing west (outside house nearest Kruse Way Intersection).

Plate 13. Noise Site C - 50 feet from Bangy Road, facing west

Kruse Way-Carman Drive intersection. (See Figures 12 and 13.) Sound level projections were made for each coordinate, utilizing the computerized model developed by the Federal Highway Administration[37] and the Highway Research Board.[38] Once the projections were made, isolines connecting points of equal sound pressure were drawn.

Presently, there are three homes at the Kruse Way-Carman Drive intersection -- one in each quadrant of the intersection except for the northwest quadrant. These three homes have been designated for the purpose of analysis as Home numbers 1, 2, and 3. (See Figures 12 and 13.)

A comparison of the L_{10} sound level projections was made for the "build" and "no-build" alternatives for 1976 and 1994. (See Figure 14.) The sound level projections were made for the outside corner of each house facing the Kruse Way-Carman Drive intersection. Sound levels for the "no-build" alternative at all of the houses are well below Federal Highway Administration standards of 70 dBA for the three projection years. The "build" alternative shows that sound levels at two of the house sites (Houses 1 and 2) will exceed the FHWA guidelines in 1994. The L_{10} sound level at House 1 is expected to reach 76 dBA by 1994. Assuming the noise level will be 15 dBA lower inside the house in summer with the windows open, the inside sound level is expected to be about 61 dBA. Fifty-five dBA or below is considered to be an unobjectionable sound level inside a residence. (See Appendix, Figure 16.) The sound levels outside Houses 2 and 3 are

[37] J. E. Wesler, Manual for Highway Noise Prediction, prepared by the Transportations Systems Center for the Department of Transportation (Washington, D.C.: Department of Transportation, 1972).

[38] C. G. Gorden, et al., Highway Noise: A Design Guide for Highway Engineers, prepared by Bolt, Beranek and Newman for the American Association of State Highway Officials (Washington, D.C.: Highway Research Board, 1971).

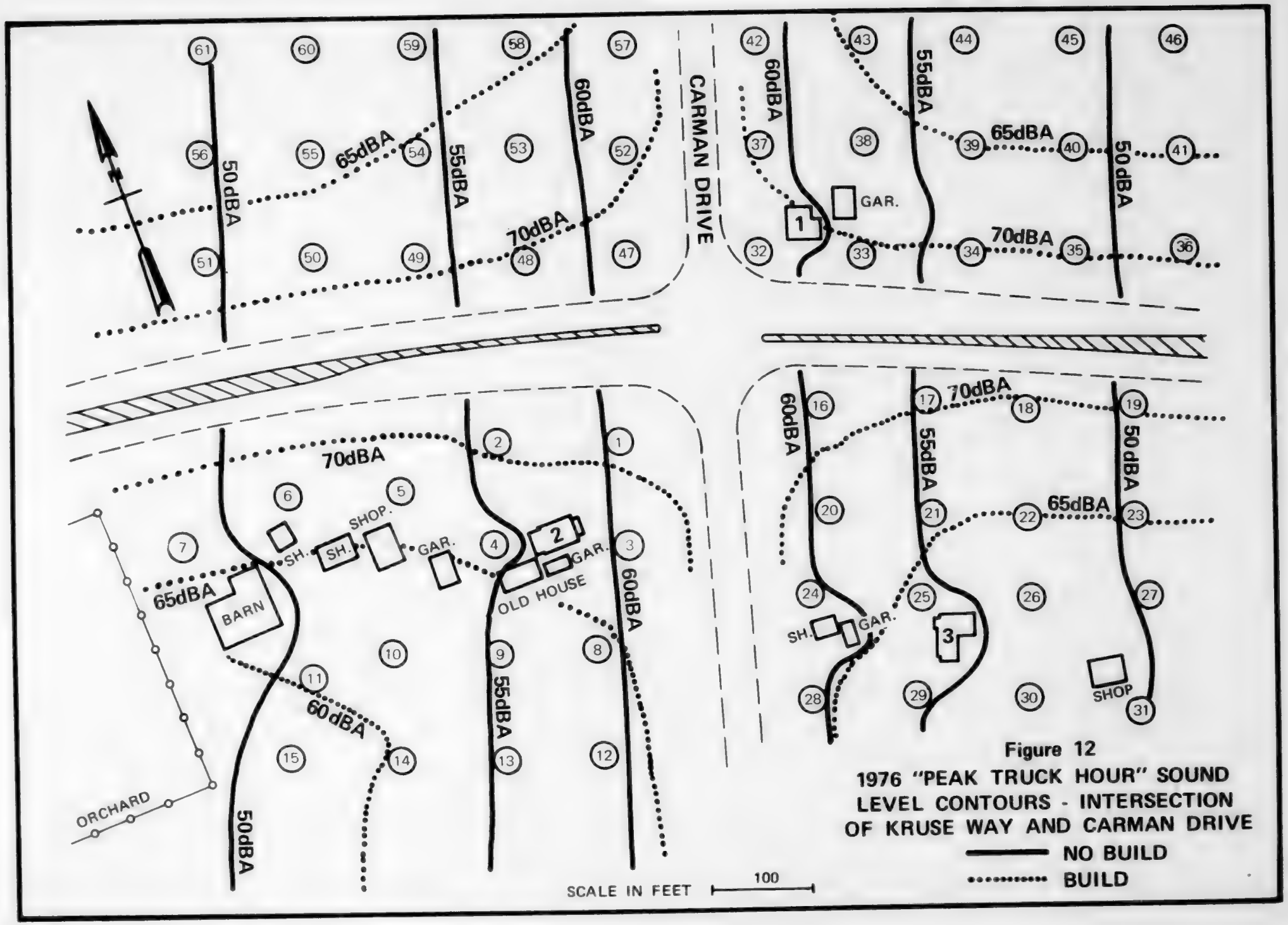


Figure 12
1976 "PEAK TRUCK HOUR" SOUND LEVEL CONTOURS - INTERSECTION OF KRUSE WAY AND CARMAN DRIVE

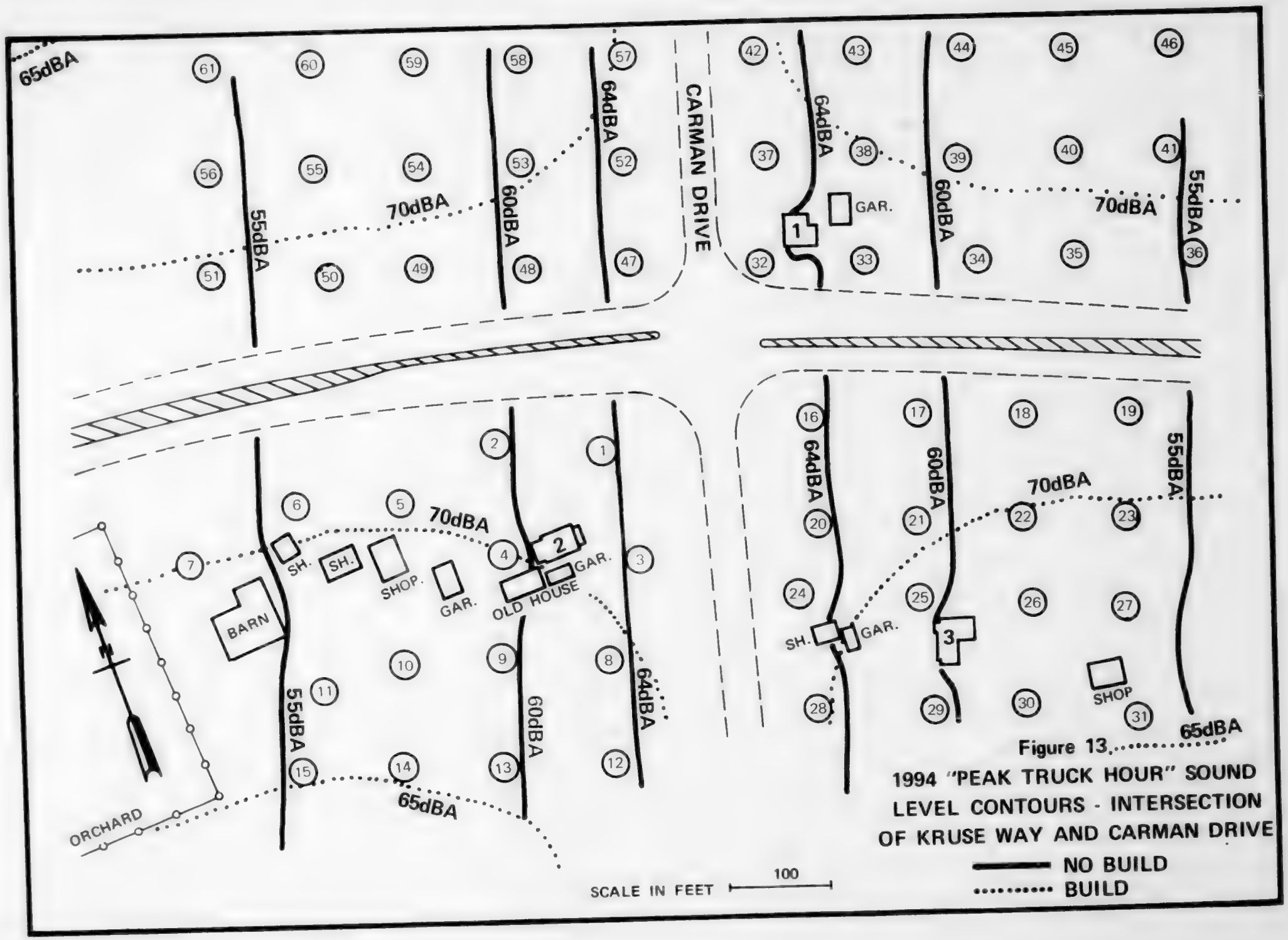
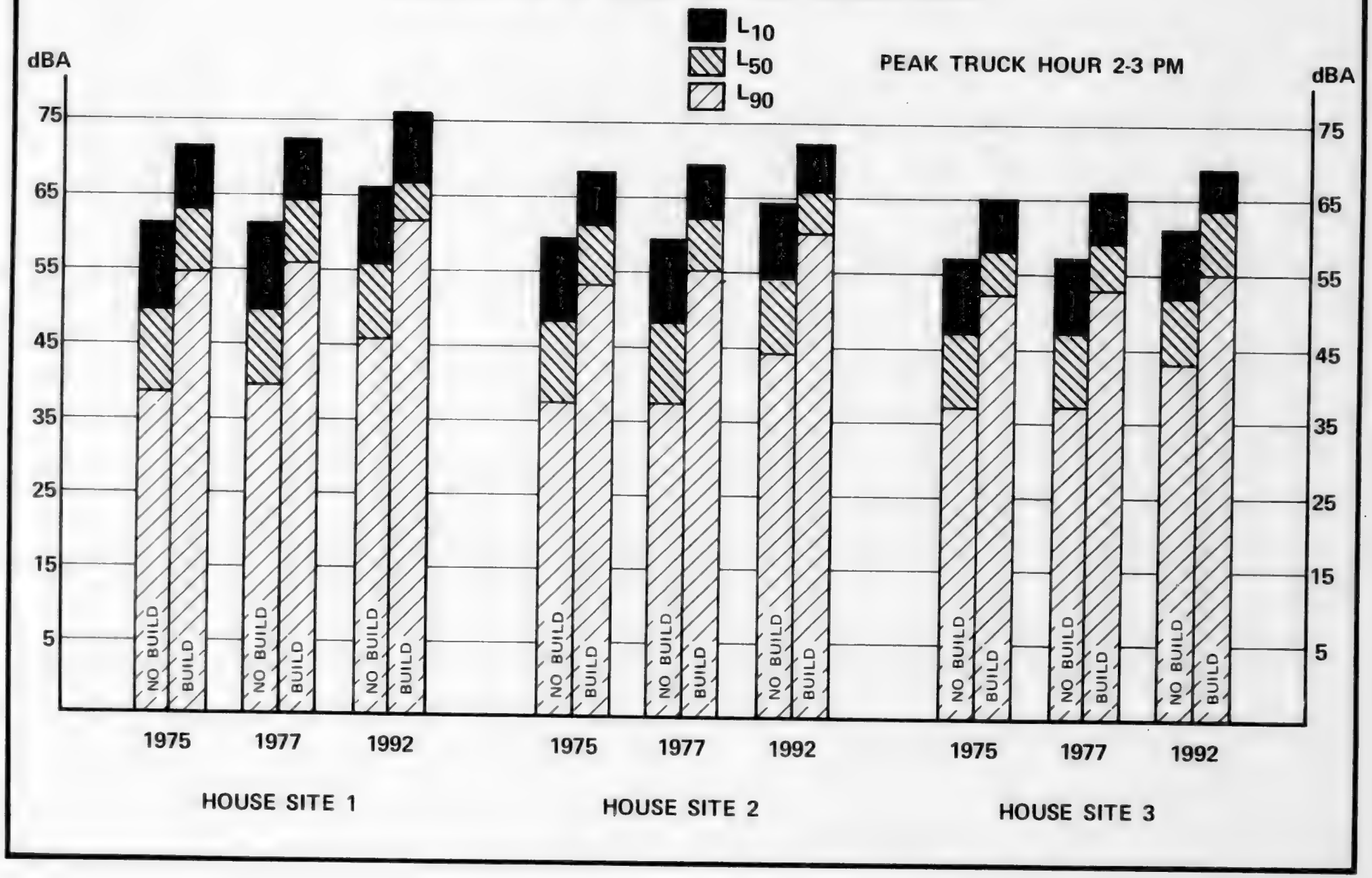


Figure 13.

1994 "PEAK TRUCK HOUR" SOUND LEVEL CONTOURS - INTERSECTION OF KRUSE WAY AND CARMAN DRIVE

Figure 14

SOUND LEVEL PROJECTIONS NEAR PROPOSED
INTERSECTION OF KRUSE WAY AND CARMAN DRIVE



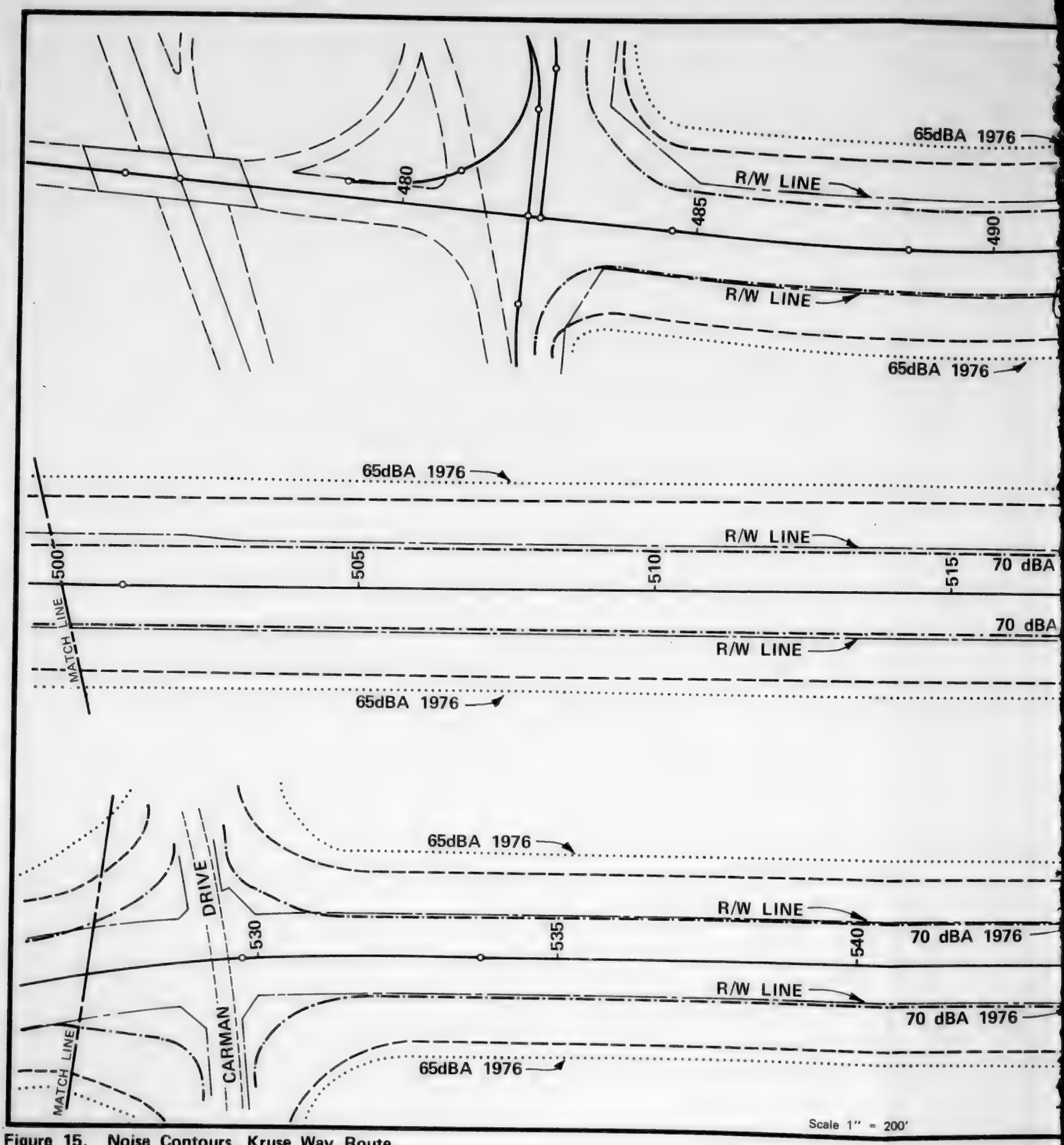
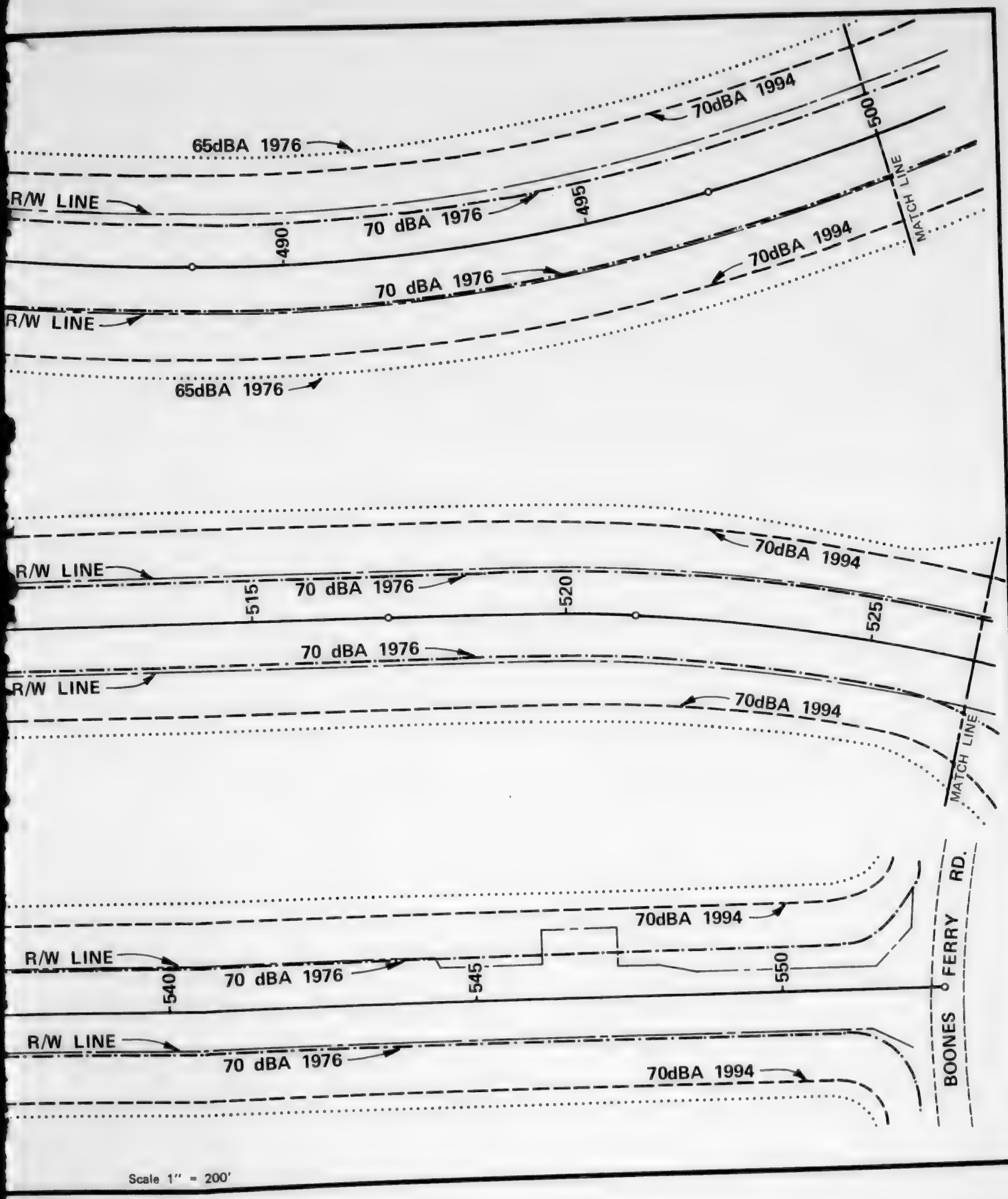


Figure 15. Noise Contours, Kruse Way Route.


65dBA 1976
70dBA 1994
R/W LINE
490
70 dBA 1976
495
500
MATCH LINE
70dBA 1994
70 dBA 1976
R/W LINE
65dBA 1976
70dBA 1994
R/W LINE
515
70 dBA 1976
520
525
70 dBA 1976
R/W LINE
70dBA 1994
MATCH LINE
70dBA 1994
R/W LINE
540
70 dBA 1976
545
550
BOONES FERRY RD.
R/W LINE
70 dBA 1976
70dBA 1994
Scale 1" = 200'

expected to be about 72 dBA and 68 dBA, respectively, in 1994. The sound level outside House 1 is expected to be 70 dBA by 1976, whereas sound levels at Houses 2 and 3 are expected to reach about 68 dBA and 63 dBA, respectively, the same year.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

Natural Environment

The Kruse Way proposal will reduce the area of terrestrial habitat now available to wildlife by about 11 acres through clearing and grubbing operations. As provided in the proposed Clackamas County General Plan, the project will accelerate the urban development process, and most of the land now available to wildlife as habitat will likely be converted to urban use more quickly than if the project plans were not implemented.

Of the terrestrial habitat displaced, approximately 50 percent is comprised of mixed hardwood trees and clear-cut vegetation, 30 percent pasture grasses, 10 percent coniferous trees, and 10 percent open brush and grasses.

Excavation work will result in some sedimentation of two intermittent tributary streams of Carter Creek, of a tributary to Spring Brook, and possibly of Ball Creek. Siltation will probably adversely affect life in the tributaries to some degree, but it is doubtful that adverse effects will extend as far downstream as Lake Oswego.

Project plans provide for the headwater flows of two intermittent streams tributary to Carter Creek and for highway runoff to be directed into the highway storm drainage system which empties into Ball Creek.

Approximately 63,000 square feet (1.45 acres) of soil surface will be exposed on the three larger cut slopes near the west and east ends of the

project. These soils, as well as those of the much smaller cuts of the project, will be vulnerable to erosion during soil exposure.

Cultural Environment

Both Lake Oswego and Clackamas County will initially experience a reduction in tax base. The 23 acres required by the project right-of-way presently provide tax funds to the two local government jurisdictions, amounting to approximately $2,260 annually. However, as a result of new lands being made more accessible and subsequently developed, a substantial increase in the tax base is expected which would more than compensate for the initial reduction.

The creation of two cul-de-sacs on Galewood Street, which will eliminate an east-west through travel route, will require persons presently living on the western half of the street to reorient their local travel patterns to and from Lake Grove and Lake Oswego.

Scenic values will decrease for families living closest to the proposed right-of-way. The present view is one of a relatively undisturbed natural and rural setting, whereas after construction there will be a prominent view of a major arterial highway as well.

Increased traffic volumes are expected for Interstate Highway 5 and the Beaverton-Tigard Expressway as a result of Kruse Way. Although the level of service of these facilities is not expected to be appreciably affected, there will likely be an impact on traffic utilizing the South Tigard Interchange. With the amount of traffic volumes expected to be diverted by Kruse Way, the South Tigard Interchange ramp terminals will need signalization, and the section between the ramp terminals on the Beaverton-Tigard Expressway will need relaning.

Projected sound levels at the proposed intersection of Kruse Way with Carman Drive (Sound Survey Site B) indicate that, if Kruse Way were constructed, sound levels would exceed the Federal Highway Administration (FHWA) standards and would adversely affect the three homes located near the intersection. The L_{10} sound level at the house nearest the intersection (House 1) is expected to be 76 dBA in 1994. Houses 2 and 3 are expected to be 72 dBA and 68 dBA, respectively, in 1994. In 1976, sound levels at House 1 are expected to be above FHWA standards, whereas at Houses 2 and 3 sound levels are expected to be below the standards.

Total automobile emissions are expected to increase if the Kruse Way project is implemented. The air quality analysis indicates that, with the construction of Kruse Way, a thirteen to fifteen percent increase in air pollutants can be expected in the project area in 1976 and 1978, and a seven to forty percent reduction can be expected by 1994 (relative to "no-build in 1976).

ALTERNATIVES AND REASONS FOR PROJECT SELECTION

Route Alternatives

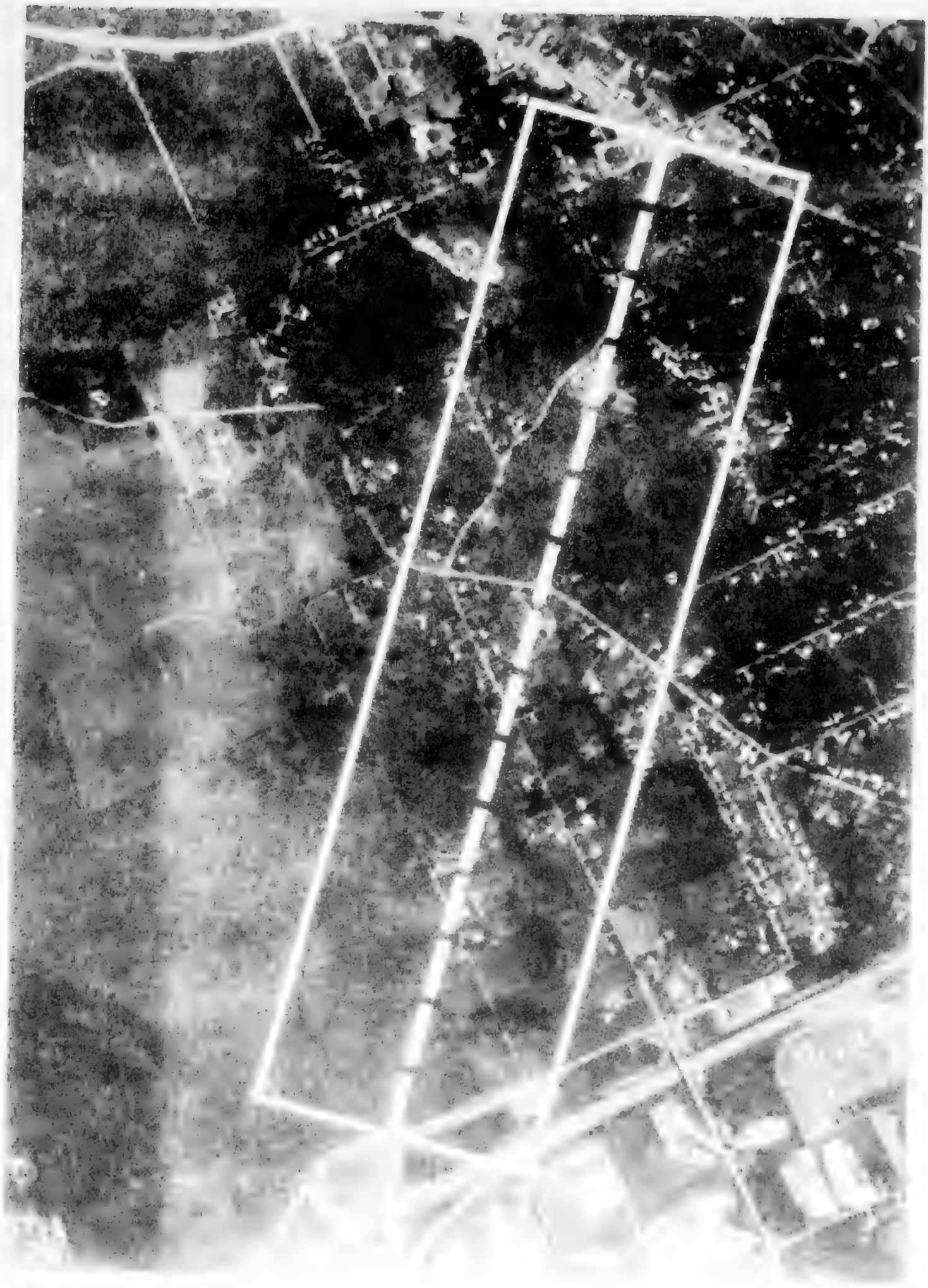
The Clackamas County Public Works Department, in requesting that the State Highway Division conduct a corridor location study of Kruse Way, felt that there was only one reasonable alternative and therefore recommended that the Highway Division study the presently proposed corridor connecting the Beaverton-Tigard Expressway with Boones Ferry Road in the vicinity of Galewood Street. The primary criteria upon which this recommendation was based were economics and displacement of residential dwellings. It was felt that the recommended route was the most direct considering the physical terrain, and would therefore be less costly. Therefore, the draft environmental impact statement concentrated on the

detailed specification and evaluation of environmental impacts associated with the recommended route. However, numerous comments received on the draft statement called for further disclosure and evaluation of other corridors. Most responses calling for additional consideration of alternate corridor locations desired an investigation of the feasibility of establishing the route in a corridor beginning at the South Tigard Interchange and extending in a southeasterly direction to the intersection of Boones Ferry Road and Bryant Road (see Plate 1A). Prior to the preparation of the draft statement this corridor received preliminary reconnaissance. This initial evaluation concluded that any route aligned in the southeastern corridor would be more costly in terms of unsatisfactory service to the road user and unacceptable number of displaced residential dwelling units. Since the conclusion was deemed insufficient for dismissal of additional corridor evaluation, the following supplementary information is provided regarding environmental impact potential in the southeasterly corridor.

Southeasterly Corridor Alternative

Existing Environment

Although the southeasterly corridor and the proposed Kruse Way location are geographically contiguous, the existing setting of each area is markedly dissimilar. Before the advent of residential development in the 1950's, much of the southeast corridor shared natural and cultural attributes similar to those characterizing the proposed location today -- land cleared for farming interspersed with brush and mixed stands of hardwood and Douglas fir and scant residential development. However, the housing boom in the 1960's transformed the southeastern area into an essentially residential living area. As evidenced in Plate 1A, numerous homes and local streets dominate the landscape between Bonita Road-Carman



Drive and Boones Ferry Road (see "Existing Generalized Land Use" section of "Existing Environmental Setting").

Alternative Route Alignments and Environmental Impact Potential

By inspection (see Plate 1A), it can be seen that positioning a route in the southeasterly corridor that avoids direct residential impact (i.e., displacement) is impossible. Although detailed route reconnaissance work has not been attempted in this corridor, preliminary study indicates that a minimum of six homes would require displacement. Moreover, the proximity of remaining homes to any route possibility would necessitate the placement of continuous earth berms for noise abatement and additional residential displacement. Finally, the intrusion of such an arterial facility into established neighborhoods would likely diminish residential livability to a considerable degree.

Costs and Transportation Service

Detailed cost estimates have not been made for possible alignments within the southeasterly corridor. Therefore, only an indication of relative project costs is presented. A route in the southeasterly corridor would be slightly shorter than that for the proposed Kruse Way facility (approximately 6,600-7,000 feet compared to 7,400 feet). However, a southeasterly route would intersect six streets compared to three for the proposed route, thereby increasing costs of signalization and other traffic regulation measures (turn refuges, etc.). The proposed route does not displace any residences whereas a southeastern alignment route would; relocation costs would be greatest in the southeastern corridor. An earth berm for the mitigation of unacceptable south levels would cost at least $250,000 along a route in the southeastern corridor. Remedial measures to abate noise at two residences adjacent to the proposed Kruse Way facility would

cost an estimated $25,000. However, if earth berms are required alongside the entire route, the cost would increase to approximately $278,000. From the above, it appears that significant cost differentials would not exist between the alternates discussed.

There does appear to be an important difference between possible alternates in terms of transportation service. Projected traffic desires indicate that approximately 70 percent of vehicle trips are oriented towards Lake Oswego and 30 percent towards Lake Grove. The proposed Kruse Way facility, being a more direct link to Lake Oswego from Interstate 5, would most effectively (less total travel distance required) serve this desire.

Conclusion

Several important differences distinguish the proposed Kruse Way route from possible alignments to the southeast. First, the proposed route does not require the displacement of homes but instead necessitates the removal of approximately 11 acres of natural vegetation, pasture, and a small portion of residential land (home can be protected from excessive noise levels with earth berm). Secondly, while the proposed route may be slightly longer than possible alignments in the southeast corridor, it better serves traffic desire between Lake Oswego and destinations to the west. Thirdly, significant cost differences between possible routes are not likely. Therefore, in the opinion of the Oregon State Highway Division, further scrutiny of the southeast corridor is not practical since tangible benefits of aligning a route in this corridor are not apparent.

Other Transportation Modes

The Kruse Way proposal is intended to serve a strong auto-oriented traffic desire between Lake Oswego and points west and vice versa. In doing

so, the facility should significantly reduce growing traffic problems on local-collector streets such as Carman Drive, Fosberg Road, and Bonita Road that are currently serving an arterial function--but without the necessary capacity. Other modes may help to relieve this continued dependency on the automobile, but not until the necessary transit systems have been planned, developed, and placed in operation. The proposed Kruse Way facility will not foreclose transit options, but should facilitate the bus and carpool movements of passengers desiring crosstown movements between such cities as Lake Oswego, Tigard and Beaverton. The feasibility of utilizing the Kruse Way facility in a transit capacity is more dependent upon the success of future transit programs than the proposed location and design of the facility itself.

Currently there are no bus lines connecting Lake Oswego directly to destinations west of Interstate 5. However, Tri-Met has begun to operate (January, 1974) a new line (#78) between Lake Oswego, Portland Community College, Tigard, Washington Square, Beaverton, and St. Vincent's Hospital. The existence of Kruse Way should allow this initial transit service to be supplemented in the future.

As reported on Page 45 of this statement, initial findings regarding increased utilization of transit modes (derived, in part, from studies which were conducted for the Governor's Task Force on Transportation) are encouraging from the standpoint of decreased auto usage in the Tigard-Lake Oswego Subarea (TLOS). However, the forecasted modal split range of 5 to 15 percent does not reduce auto-ridership enough to invalidate the reasons for Kruse Way.

It is important to point out that the main reason for not achieving higher modal-split percentages stems from the orientation of the 1990 Portland Metropolitan area transit system towards the Portland Central Business District (CBD). Hence, the greatest reduction in auto-traffic will occur along

arterial routes leading into the CBD. East-west crosstown movements, such as the one to be served by Kruse Way, would not benefit as greatly given the proposed preliminary transit program.[1]

The effect of a multi-modal Kruse Way corridor has not been given detailed study since the corridor is not a component of current long-term transit plans. However, without a sophisticated study being undertaken, several general thoughts on the multi-modal concept can be provided.

First, the multi-modal alternative is not a true alternative but an operational consideration; i.e., it doesn't substitute for Kruse Way but assumes that Kruse Way is constructed. Secondly, provision of greater bus service along the corridor, whether exclusive or mixed, would likely reduce automobile traffic on the facility. Studies have shown that the existence of transit stations within walking distance can reduce automobile trips about 23%.[2] While not part of the Kruse Way plan the provision of bus shelters at several points along the Kruse Way facility could reduce the number of auto trips from adjoining land area (currently proposed for residential development). However, this reduction would be less than that possible from proximity to a transit station.

Thirdly, a modal-split analysis accomplished for the Tigard-Lake Oswego subarea predicts that 28 to 38 percent of 1990 trips to the Portland CBD will be made on transit. If similar levels of transit service can be offered between Beaverton and Lake Oswego, significant reductions of east-west trips crossing I-5 at the South Tigard Interchange can be expected. While

[1]For a summary of this program, see: "The Cooperative Transportation Planning Process in the Portland Metropolitan Area," prepared by System Design Concepts, Inc., January, 1975.

[2]From "Progress Report No. 5," to the Governor's Task Force on Transportation, July 16, 1974.

even a 38 percent trip reduction along Kruse Way does not negate the need for Kruse Way, such trip reductions would likely benefit environmental quality. An attempt to measure the benefit has not been made since a Kruse Way transit corridor is not part of any current long-term plan. It is important to note, however, that the potential of a greatly extended transit service is not considered feasible on the existing road network (Carman Drive, Bonita Road, Bangy Road) due to its circuity and travel lane deficiencies.

Light-rail usage of the rail corridor between Lake Oswego and Beaverton may be possible at a much later date (after 1990)--when corridor land use and the necessary infrastructure have developed. However, for lack of supporting land use and related facilities, light-rail service cannot meet the short-term (1990) need served by Kruse Way. That is, Kruse Way can be considered a transitional highway project necessary to bridge the present with the balanced transportation system called for in the future.

Design Considerations Prior to Draft Statement

The initial corridor study was conducted with the assumption that the highway would be 48 feet from curb to curb and would have four lanes.

However, FHWA and the Highway Division later recommended to Clackamas County that the proposed facility should provide for four twelve-foot travel lanes and a sixteen-foot median, which could be used as a left-turn lane in order to bring the proposed facility closer to accepted arterial highway standards. This recommendation was adopted by the County, and provisions were made to design the proposed facility to include the recommended features and to widen the facility from 48 feet to 68 feet; 48 + 16 + 2 feet shy distance at each curb.

It was also intended that the proposed facility utilize the right-of-way of existing streets such as Galewood. The original highway alignment therefore followed Galewood from near Carman Drive to Boones Ferry Road. This proposed alignment was later changed so that the highway would follow the section line located about 400 feet north of and parallel to Meadows Road, extending almost to Carman Drive. The alignment was further changed so that it would continue in a southeasterly direction from Carman Drive, bisect Galewood Street, and connect with Boones Ferry Road about 375 feet south of the Galewood-Boones Ferry Road intersection. These changes in alignment were made to avert needless dividing of parcels by the right-of-way and to provide a connection of the proposed alignment with Boones Ferry Road at an angle of 90 degrees, which would be safer than the angle at which Galewood Street presently connects with Boones Ferry Road.

Design Alternatives Evaluated Subsequent to Draft Statement

Several design alternatives to the Kruse Way proposal presented in the draft statement have received evaluation. Requests for consideration of alternatives originated from the Clackamas County Board of Commissioners and draft EIS comments received from agencies and private individuals; design considerations include the following:

1. Explore the design alternative of initially constructing a 2-lane facility with 10-foot shoulders and sufficient median width to eventually allow the conversion to 4 lanes, with reduced median area and elimination of emergency parking.
2. Study the possible redesign of the proposed roadway section to more closely conform with the local landform.
3. Incorporate a bike path along the route that is consistent with the CRAG Comprehensive Bikeway Plan.
4. Reevaluate the proposed signalization at the intersection of Kruse Way and Boones Ferry Road to assure that signalization as proposed is adequate.
5. Investigate the possibility of realigning the proposed route in the vicinity of traffic station 540 to minimize property severance damages.
6. What access provisions are being considered for servicing streets crossed by Kruse Way or proposed roads intersected by Kruse Way?
7. What design modifications to the South Tigard Interchange will be accomplished as part of the Kruse Way project?
8. Has consideration been given to the provision of bus turnout refuges along the Kruse Way facility?

These requests and questions are evaluated in turn below:

1. The suggested 2-lane facility would be capable of handling projected traffic volumes for a period of approximately six to ten years before unacceptable capacity problems

would develop. However, the recommended typical section eliminates the possibility of passing maneuvers and is therefore deficient from a traffic operational perspective. In addition, future modifications to allow conversion from a 2-lane to a 4-lane facility would add to overall project costs and likely disrupt traffic flow during the future construction phase. It appears from this discussion that the basic design as proposed is most favorable.

2. The vertical alignment has been modified from that proposed in the draft statement to conform as closely as possible to local topography. Consequently, the amount of waste material from construction activity is negligible and the magnitude of cut sections is minimized.

3. The Clackamas County Bicycle Advisory Committee has presented several alternative bike path schemes for incorporation into the proposed Kruse Way project. The committee was unanimous in their endorsement of a ten-foot Class 1 bikeway and pedestrian path on the northerly side of the proposed Kruse Way facility. Positioning the bikeway to the north was recommended since doing so allows for an eventual connection to the pedestrian-bike path system being developed for the Tigard Triangle area. Studies are underway to determine the most suitable bikeway crossing of Interstate 5.

4. Signals and left- and right-hand turning lanes are planned at the intersection of Kruse Way with Bangy Road, Carman Drive and Lower Boones Ferry Road. These provisions should adequately accommodate traffic flow on both Kruse Way and

Lower Boones Ferry Road, although levels of service at each intersection are predicted at "D" in 1994 (approaching unstable flow).

5. From the standpoint of physical impact, the proposed route could be realigned in the vicinity of traffic station 540. However, implementing this change is not prudent for the following reasons: 1) the proposed crossing at Carman Drive (traffic station 530) was aligned to minimize property severance and disruption to existing homes; shifting the alignment at station would require adverse modifications at Carman Drive, 2) the proposed alignment east of Carman Drive was aligned to minimize impairment to remaining properties and 3) other changes to the proposed alignment would add to project cost and/or reduce the level of transportation service afforded.

6. See answer to question four (above). In addition, the Galewood area is proposed to be served by a connecting link from Kruse Way located approximately 500 feet west of Lower Boones Ferry Road.

7. At the South Tigard Interchange the easterly intersection with Bangy Lane will be moved east about 100 feet and left- and right-turn lanes added to provide sufficient vehicle storage to accommodate additional traffic from the proposed route. The westerly intersection will require added lanes and the overpass structure will be restriped to provide additional lanes. An additional lane will be required between the South Tigard Interchange and 72nd Avenue along

the westbound Beaverton-Tigard Expressway. Traffic signals will be installed at both intersections.

8. Bus turnouts have not been planned for the proposed facility. However, the proposed design does not preclude the provision of turnouts at a later date.

No-Build

If Kruse Way as it is now proposed is not built, certain conditions can be expected:

1. Inaccessibility and fairly constant property values will ordain slower conversions of land from vacant and agricultural uses to urban uses than with the Kruse Way facility in operation.
2. Without the proposed Kruse Way facility, traffic volumes on local and collector streets are predicted to increase substantially as forecasted populations and employment growth in the Tigard-Lake Oswego area occurs. Streets most adversely affected under the no-build option include: Bangy Road between Bonita Road and Interstate 5; Bonita Road between Bangy Road and Carman Drive; Carman Drive between Lower Boones Ferry Road and Fosberg Road and east of Bonita Road; Waluga Drive between Boones Ferry Road and Carman Drive; Fosberg Road between Carman Drive and Jefferson Parkway; and Lesser Road between Jefferson Parkway and Haines Road.

3. Because of increased traffic volumes on local and collector streets, a gradual increase in noise and air pollution levels can be expected along these streets.
4. The residential livability along local and collector streets will be degraded as a result of increased traffic, and associated air and noise pollution. A possible ramification of these negative effects is the reduction in residential property values along the affected streets.

RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

The purchase of right-of-way, clearing of the land, and construction of the highway facility are the major short-term activities to occur in the project corridor.

The right-of-way alignment does not directly affect any residences or businesses, and presently it is not anticipated that any relocation will be necessary. Most of the proposed right-of-way is composed of natural, vacant, and agricultural land with the exception of several parcels of residential land at the proposed Kruse Way-Carman Drive intersection. There are three homes located near the intersection which will be affected by noise, dust, and other inconveniences of construction activity.

The proposed project is expected to significantly alter present traffic patterns by attracting traffic that would otherwise use nearby local and collector streets (especially Carman Drive, Bonita Road, Fosberg Road and Bangy Road). Such traffic diversion will significantly improve the long-term traffic capacity of these streets. Moreover, the operation of Kruse Way will provide for the accommodation of traffic generated from

forecasted land development in the area. Forecasted traffic volumes, however, indicate that transportation efficiency will be sacrificed without traffic reductions. Although mass transit and light rail service offer opportunities for reducing automobile traffic, maintenance of long-term transportation efficiency calls for modifications of existing land-use plans in the Tigard-Lake Oswego subarea.

There will be some short-term ecological consequences stemming from the proposed project. During and shortly after highway construction, three small streams (Ball Creek, Fanno Creek, and Carter Creek) may experience an increase in turbidity and siltation as a result of construction activities in or near the streams. The potential of soil erosion will be greatest during the period excavated soils are exposed. The most serious increases in turbidity are expected to occur during periods of high water as rains erode soil material from exposed or partially revegetated slopes. Some reduction of water quality in terms of temperature increases, reduction of oxygen levels, rises in levels of trace metals and greases and oils will result from removal of riparian vegetation and increased road runoff. However, water turbidity impacts will be moderated through time as exposed areas develop permanent vegetative covers. These covers should be reasonably established within two growing seasons after construction.

The most significant long-term beneficial impacts are increased accessibility and traffic diversion. Concomitantly, these positive impacts would generate increased corridor noise and air pollution, and result in the reduction of biotic communities.

The construction of Kruse Way will make relatively inaccessible land much more accessible, and will subsequently increase the value of

the property which the project will serve. The general trends in suburban and urban growth and increased property values stemming from increased accessibility will greatly facilitate the conversion of land that is mostly vacant or in agricultural use to urban uses. The proposed project will likely accelerate the long-term land-use changes envisioned in the Clackamas County and Lake Oswego general development plans.

Kruse Way is expected to divert a significant amount of traffic from several local residential collector streets and arterials which are presently heavily traveled and are expected to receive heavier travel in the future if Kruse Way is not built. Sound levels and air pollution are expected to lower, and safety should be improved along these streets as a result of traffic diversion.

Corridor noise and air pollution are expected to increase substantially if Kruse Way is constructed. However, it is not expected that there will be a significant net increase in air pollutants on a regional scale, that is, in the Portland metropolitan area.

Homes located near the proposed Kruse Way-Carman Drive intersection will be particularly affected by noise. Projected sound levels resulting from traffic using the proposed facility will be in excess of federal guidelines. (See "Steps Taken To Minimize Unavoidable Adverse Environmental Effects.")

The biotic communities of the 11 acres required by the project right-of-way will be eliminated and as a result of the urbanization process, which the proposal will facilitate; the remaining biotic communities of the project area will eventually be substantially reduced.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Land committed to right-of-way will be virtually irretrievable for other than transportation uses.

The upper natural drainage patterns of two small intermittent streams in the project area will be altered.

The natural habitat and dependent wildlife in 11 acres of the proposed right-of-way will be permanently displaced. Faunal populations directly or indirectly dependent upon the 11 acres permanently altered by roadway will no longer exist or will be reduced in numbers.

By building Kruse Way and providing a transportation corridor, adjacent lands accessible from the highway will be made accessible to urban uses.

The natural and manufactured resources such as sand and gravel, steel and cement, utilized in the construction of the proposed highway, will be essentially irretrievable. In addition, the man-hours utilized in planning and constructing the highway will be expended.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Aquatic

Aquatic protection of downstream facilities will be provided where the proposed project either increases flow or causes diversion of water which will increase flow. Headwaters of the two tributaries to Carter Creek will flow into the storm sewer system and thence directly into Ball Creek. Since these two tributaries are not highly productive of aquatic life, however, serious adverse aquatic impacts should be avoided.

Geology

It is the policy of the Oregon State Highway Division to stipulate in its road grading contracts that all ground surfaces exposed to erosion be seeded and mulched. Seeding and mulching of soils exposed during the clearing, grubbing and construction phases of the proposed project should effectively mitigate the potential of serious soil loss after the project is completed. However, minor losses of soil from water erosion can be expected during the construction period if inclement weather conditions occur.

Other methods of erosion control directed at keeping erosion of soils and siltation of minor streams to a minimum will be employed where needed; erosion control alternatives include berms, sodding, siltation traps, slope drains, settlement ponds, check dams, brush barriers, diversion dikes and ditches, hay bale barriers, and energy dissipators. The utilization of any specific method will be determined by the cost and effectiveness of the technique to combat erosion problems that might occur during the course of construction. Due to the inability to foresee such situations, it is not practicable at this preconstruction date to enumerate the specific steps that may be taken to control possible construction-related soil losses. However, to assure that there is no undue delay in applying proper erosion control methods, penalty provisions are written into each grading contract.

Vegetation, Wildlife

Seeding and mulching and other means of landscaping will accelerate the return of denuded land to a state of wildlife productivity. Holly, Hawthorne, and Rose as well as many of the grasses used for landscaping are valuable sources of food and cover for songbirds. Although the land in many

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areas will not be returned to its existing state, in other areas (where woodlands or brush have penetrated) substituting a grassland/open shrub habitat may have a minor benefit.

Actions will be taken to minimize traffic noise, congestion, and hazards resulting from Kruse Way. Two homes presently located near the proposed Kruse Way-Carman Drive intersection are expected to be affected after Kruse Way becomes operable. One residence is situated only ten feet from the proposed right-of-way northeast of the intersection. Projected sound levels for this homesite will be in excess of Federal Highway Administration standards.

A summary of noise mitigation alternatives investigated to date is contained in Table 15. At the affected residences excessive noise levels can be effectively reduced at reasonable cost but not without the attendant adverse consequence of diminishing the aesthetic quality of the two homesites. This is especially true at the residence in the northeast quadrant of the Kruse Way/Carman Drive intersection where a metal barrier 8 feet high and 240 feet long is required (an earth berm would necessitate the displacement of the residence in question). The home in the southwest quadrant of the intersection can be protected by the erection of an earth berm 8 feet high, 240 feet in length; this earth wall requires one-fourth acre of the property to be protected. Appropriate landscaping of the earth berm can reduce the obtrusiveness of its presence.

Because of the limitations regarding possible negative consequences the placement of earth and metal berms is thought to impart on the residential quality of the affected residences, Clackamas County has disclosed to the respective property owners the noise impact potential and offered to purchase each parcel. Currently, one property owner does not indicate a willingness to

sell whereas the other remains open to negotiation. Preliminary investigations indicate that the seller's offer may be well in excess of the structural noise abatement alternative.

Regarding possible noise abatement measures for the remainder of proposed Kruse Way route the Oregon State Highway Division faces a dilemma, since, at present, there are no sound level violations according to Oregon Department of Environmental Quality regulations and Federal guidelines. However, the Department of Environmental Quality has indicated that it will not issue a permit to construct Kruse Way until noise mitigation measures are provided. The problem lies in the fact that property abutting the proposed route west of Carman Drive is currently undeveloped. However, the Clackamas County Comprehensive Plan calls for low density single-family residential development of this area. As delineated on the noise contour map in Figure 15, a strip of land approximately 105 feet outside of road right-of-way falls inside the 70 dBA sound level (current maximum allowable for residential structures); this area would be increased if the 70 dBA standard is lowered. Hence, there is a potential of noise impacts on any house built within this level. Since a decision had not been reached at the time this statement was released, several alternatives are presented in Table 19. These include the provision of a continuous earth berm adjacent to the west and eastbound travel lanes, set-back provisions effected at the county level, and full disclosure of the noise impact potential to all current owners or potential purchasers of affected property.

A certain amount of traffic congestion could result if strip commercial development is allowed to occur adjacent to Kruse Way. A reduction in speed and an increase in stop-and-go driving could result from cars frequently leaving and entering the highway. Effective zoning controls could discourage strip commercial development and maintain Kruse Way as an efficient arterial.

TABLE 19

KRUSE WAY: NOISE MITIGATION ALTERNATIVES

Alternative	Mitigation	Approximate Cost	Advantages	Disadvantages
Do Nothing	Variance			Potentially result in denial of construction permit.
Structural: Affected Residences	1 600' Earth berm (8' high)	$ 16,500	Reduce predicted noise levels to acceptable levels.	Aesthetically displeasing; house in northeast quadrant of Carman Drive/Kruse Way intersection would be partially encircled by metal barrier. House in southwest quadrant of this intersection would lose approximately 1/4 acre of land currently used for fruit growing and family garden.
	1 240' Metallic barrier (10' high)	$ 10,000		
Entire Route	Continuous earth berm adjacent to east and westbound travel lanes.	$278,000	Protection of existing undeveloped area along Kruse Way route from potential noise impacts in the future.	Represents outlay of public funds representing 14% of total project cost to benefit owners of presently undeveloped land (this benefit would be capitalized through higher land values). Approximately 35,550 cubic yards of borrow material would be required from a source other than the project itself. Conversely, failure to construct berms may lessen the residential attractiveness of the land abutting Kruse Way and thereby encourage the development of commercial establishments along Kruse Way (commercial strip).
Nonstructural: Property Acquisition	Fee simple purchase.	Cost unknown.		
Set-back Provisions	Ordinance Restrictive covenant Other land-use controls.	Prohibition of residential development within 105' band extending beyond right-of-way line for avoidance of noise levels 65 dBA or greater; this represents approximately 18 acres of currently vacant property.	Effectively minimize potential of adverse noise impacts on future residences. Conserve open-space within urban area. Reduce expenditure of public funds and minimize potential of indirect subsidy to existing landowners of property abutting Kruse Way.	No assurance that set-back provisions can or will be approved; ultimately dependent upon decision by Clackamas County Board of Commissioners and Lake Oswego City Council. If such provisions are approved, variances may be granted thus allowing residential development to occur in area with predicted noise levels in excess of 65 dBA.
Disclosure	Disclose noise impact potential to prospective buyers.	Minimal.	Prospective buyers of property alerted to noise impact potential.	Does not prevent future occupants of property from receiving noise impacts.

Source: Oregon State Highway Division, Environmental Section.

The proposed installation of traffic control signals at the South Tigard Interchange ramp terminals will increase the probability of rear-end collisions and create a traffic hazard. This will be particularly true of vehicles traveling eastward on the Beaverton-Tigard Expressway as they approach the first traffic signal. To minimize this potential danger, warning devices will be placed to alert motorists of the approaching end of the expressway and an upcoming traffic signal.

The Kruse Way corridor could possibly contain minor archeological sites. A record check reveals no known sites but does indicate that a complete survey of the project area has not been made. Arrangement for a site survey are being made. If archeologic sites are discovered, detailed site exploration and salvage (if needed) will be conducted. Results of the field evaluation will be made available to interested parties.

RESPONSE TO COMMENTS RECEIVED ON DRAFT STATEMENT

Numerous letters of comment were received from interested private individuals and public agencies on the Kruse Way Draft Environmental Impact Statement. These letters and an index of commenting agencies or individuals are reproduced in Appendix D. This section is intended to provide responses to specific questions raised in the various letters. To facilitate the review of the comments and respective responses, this section has been arranged into thirteen categories according to the subject matter the comments pertain to. Responding individuals, groups, or agencies are indicated in parentheses following each comment. Since numerous individuals offered identical comment, an attempt has been made to minimize redundancy by answering the most representative comment.

1. GENERAL APPROACH OF PLANNING THE DEIS; PROCEDURAL MATTERS; CITIZEN AND AGENCY PARTICIPATION

Comment:

> The case of Green County v. FPC, 3 ERC 1595, suggests that acceptance of an impact statement is precluded where it is prepared by a state agency and merely reviewed by federal officials. On July 27, 1973, the U.S. District Court for Vermont ruled that preparation of an environmental impact statement for a federal-aid highway by a state highway agency does not satisfy the requirements of the National Environmental Policy Act. The basic rationale is that such preparation precludes objectivity and will reflect "self-serving assumptions". (Ruttan)

Response:

During the time in which the Kruse Way Final Environmental Impact Statement was prepared the Oregon State Highway Division has not been informed to relinquish its delegated responsibilities as the preparatory

agency. In addition, the subject draft and final statements have been jointly prepared by Clackamas County, the Oregon State Highway Division, and the Federal Highway Administration. Regarding objectivity, it should be understood that any organization, private or governmental, that prepares environmental impact statements on federally funded projects, is directly or indirectly a recipient of federal funds. Therefore, if the above rationale is accepted, objectivity suffers regardless who prepares the statement.

Comment:

> The final statement should include an accurate description of the fish and wildlife resources within the project area. Species that inhabit or frequent the area should be listed and some measure made of their population status. Displaced wildlife cannot be absorbed into adjacent lands when habitat is destroyed. A detailed discussion of what the impact will be on these resources should be presented.
>
> The statement should mention whether surveys have been made to determine if any rare or endangered fish and wildlife species are present which warrant special consideration.
>
> Geology and surficial deposits of the area of the proposed highway construction have been summarized (p. 13, 15, 40, 42) and potential problems such as soil erosion in cuts and embankments, and turbidity and siltation in streams, have been recognized. The magnitude of these and other environmental problems that may result from geologic conditions should be determined from preconstruction investigations (p. 43) and should be within the range of standard engineering practice. (Sampsel)

Response:

The draft environmental impact statement attempted to present an objective assessment of probable environmental impacts. If the tone of the statement inferred otherwise, it was not intentional.

Regarding the assessment of impacts to the natural environment, efforts have been taken to present as balanced a picture as possible in the final statement.

Comment:

A recognized purpose of NEPA is to ascertain whether environmental damage (to include increased traffic hazards) will occur, and if so, whether the proposed project will minimize such "damage". To ascertain this NEPA requires that all pertinent environmental factors be disclosed, in sufficient detail, so that the decision-maker can determine whether or not to approve the project. See Natural Resources Defense Council, Inc. v. Morton, 458 F2d 827 (D.C. Cir. 1972). Many times it has been stated that "at the very least NEPA is an environmental full disclosure law." Environmental Defense Fund v. Corps of Engineers, 325 F Supp. 749 (W.D. Ark. 1971). (Ruttan)

The following questions indicate additional areas of concern to us. (1) It was interesting for us to read that although relief of Bonita Road was a major purpose behind building this road, that relief will be short-lived and by 1992 traffic there will be as high or higher than present levels, primarily due to anticipated residential growth. Isn't it possible that Kruse Way, in encouraging as it will higher density zoning, will serve to bring about the very effect which it seeks to eliminate? (2) Will the benefit of an increased tax base (p. 69) be negated by the necessity to provide essential services in that area (p. 48)? (3) Considering the lack of sewer hook-ups available currently in Washington County, are they going to be able to properly service this high density area? (4) The impact statement discusses the impact of the road on the natural environment surrounding it. Has the effect on wildlife, the irreversible loss of land, the dangers inherent in disturbance of water flow, water table, runoff, and soil stability been considered as seriously as the economic effect of the road? We know that Lake Oswego has a tree ordinance. Are there any provisions to save trees in the county section of this study area? (5) The building alternative shows that sound levels at two of the house sites will exceed the FHWA guidelines in 1992, and by over 10 dBA which is categorized as objectionable and a major noise impact. Have new DEQ noise standards been referred to? Will this road, surrounded by high density development, meet those standards? Both pollution and noise will funnel through this proposed corridor if both the road and close development surrounding it are allowed. At present trees and open space act as a buffer to the noise and pollution on I-5. (LWV)

Response:

Effects on the environment have been expanded in the final statement to treat in greater depth probable impacts to the social, economic, and natural environment.

Regarding traffic relief along Bonita Road, it is recognized that the Kruse Way proposal cannot singularly reduce anticipated increases in traffic volumes in the long-term (1994). Traffic figures indicate, however, that although forecasted (1994) traffic volumes along Bonita Road with a Kruse Way facility in existence will approximate existing volumes (4,700 ADT), compared to the no-build option this is a significant improvement since traffic volumes are expected to reach 16,400 ADT by 1994.

On the basis of proposed zoning and policies governing the land area most directly affected by Kruse Way, one cannot presume with absolute confidence that higher density zones will be granted. However, if increased land development densities are eventually approved and such development takes place, transportation service and efficiency will undoubtedly be sacrificed. A more comprehensive discussion of these and related matters are discussed in the sections entitled "Economic and Land-Use Impacts" and "Traffic Impact" in the main text.

Clackamas County does not have an ordinance that promulgates tree preservation regulations.

The noise impacts to which you refer have been acknowledged and evaluated in the final environmental impact statement. At the time of the release of the statement proposed noise standards had not been officially adopted. It is recognized that the proposed noise standard of 63 dBA for residential areas is more stringent than the federal guideline of 70 dBA. Whether or not the 63 or 70 dBA level is the criterion, a violation occurs at the two house sites (see measures to abate noise at these sites in the final

statement). For the remainder of the Kruse Way route, under both present and proposed noise guidelines or standards for residential development, violations do not occur since the land is vacant. However, a band of predicted noise levels emanating beyond the right-of-way boundary of Kruse Way are in excess of proposed standards. Since it is known that such a band of unacceptable noise may exist as a result of Kruse Way, the authority responsible for granting building permits should consider this factor in the approval of permits. The cost of providing noise protection to this vacant area where critical noise receptors are not existent appears prohibitive at this time (an estimated $278,000 additional project cost for the purchase of additional right-of-way and the construction of earth berms). An alternative that appears highly feasible would be the requirement that future development in the area abutting Kruse Way be set-back sufficiently to buffer development from unacceptable noise levels. The cost of this alternative is currently indeterminate since various legal ramifications and cost-reimbursement formulas would have to be worked-out.

Comments:

(1) We note that only the Kruse Way alternative has been considered, and that, because of a short term economic advantage and minimum residential disruption. Other alternatives had been discarded before this impact statement was presented to the public. Is this kind of impact statement intended by the National Environmental Policy Act? Should other alternatives, based on a number of criteria, not just economics and residential displacement, be explored? (LWV)

(2) We'd like to suggest that your department do a little planning for the future of Clackamas County people and study the possibility of mass transit instead of build-

ing four-lane roads through a beautiful county. (Mr. and Mrs. Salowitz)

The EIS did not relate the project to other modes or transportation.

(3) The relationship of this project to the Lake Oswego Bypass is not clarified in the EIS. Additional statements are needed to explain their relationship. (CRAG)

The Kruse Way (South Tigard Interchange-Boones Ferry Road Section) Federal-Aid Secondary #943 was initially approved by the Executive Board on April 18, 1969, and again on
(4) April 17, 1970 as an A-95 project. This project is a desirable section of the regional transportation system and the recommendations for the EIS do not imply any opposition to this project but will improve the data presentation in the EIS. (CRAG)

Alternatives should be given greater evaluation. There is no mention of the possibilities of use of transit to
(5) solve the problem, including the possibility of using a nearby rail right-of-way. The no-build alternative needs deeper evaluation. (Gordon)

In the light of these conflicting viewpoints, and according to directives of the NRPA, this Draft EIS is completely inadequate. It fails to point out the most glaring omission of the Kruse Way proposal. Under Title I, Sec. 102 of NEPA, (p. 10 and 18 of the Guidelines), "point 3 requires the responsible agency to study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning
(6) alternative uses of available resources. Sufficient analysis of such alternatives and their costs and impact on the environment should accompany the proposed action through the agency review process in order not to foreclose prematurely options which might have less detrimental effects." The only alternative proposed to FAS 943 was No Build. Requests for a more southerly route made at the public hearing were ignored. Suggestions by the Lake Oswego citizens group, as to more justifiable alternatives, were not mentioned in the EIS. No complete study of traffic flow was made to determine in <u>detail</u> the actual alternative needed. (Core)

A. No alternative routes are analyzed other than "no-build" even though:

   1. Specific requests were made for alternative studies of other routes at the official public hearings in

1969-70 on Kruse Way (FAS 943) in compliance with the 1969 FHWA Policy and Procedure Memorandum.

2. An "unresolved conflict" exists regarding the purpose of the proposed road, questioning whether it is a local arterial of a link in a proposed Oswego Bypass. This situation requires a study of alternatives. (See p. 10 and 18, Environmental Impact Statement Guidelines.)

(7) B. No consideration is given to alternate means of transportation as outlined in the NEPA Guidelines, (p. 48, EIS Guidelines), although specific requests were made to concerned agencies to include a study of bus transportation through the Kruse Way area with a possible park and ride station in the immediate vicinity.

C. The significance of generating more automobile and truck traffic, (Draft EIS p. 13), is not fully discussed as an environmental impact.

D. The EIS fails to include an analysis of how the long-term demands for urban services in this area, if opened to unplanned development, places a strain on adjacent areas.

E. The large block of land between I-5 and Boones Ferry Road should have been considered an undeveloped natural resource. Bisecting this area with Kruse Way before appropriate city and county agencies have finished current planning studies would foreclose future options. (Lake Oswego Citizens Group)

(8) It is our belief that this EIS is an excellent example of the fallacy of allowing a draft EIS to be prepared by the agency or agencies which expects to benefit from its approval. The EIS, by making no study of alternatives reflects a basic assumption on the part of the preparing agency that the project will be built and that the preparation of an impact statement will have no effect on the decision of whether or not to build and/or modify the design of the proposed project. (Ruttan)

(9) The draft environmental impact statement for FAS 943 still shows the effects of the tunnel vision that has characterized Oregon transportation decisions since World War II. Transportation planning, the science of moving people, is still viewed as the science of how best to move automobiles. Highway planners need to keep in mind that, despite the prominence of the automobile in our society and the near sacrosanctity of the highway trust funds as the source of the public transportation dollar, it is people who want to move from point A to point B, not automobiles divorced from the people who use them. This automobile compulsion results

in the whole panoply of other transportation options present in other countries being almost completely ignored in American transportation planning circles. As a general comment, the entire draft statement, in tone and content, suffers from this confusion of transportation planning with automobile-accommodation planning. In the entire 76-page statement, plus appendices, barely four lines are devoted to other modes of surface transportation. (p. 35) (OEC)

NEPA requires considerations of alternatives as part of the evaluation of environmental impact. This statement as many others is most seriously inadequate in this respect.

1. The only alternatives considered in the draft statement are building Kruse Way as planned and the "no-build" option. Other configurations that are not considered which need evaluation for a full assessment of environmental impact of the project are :

   A. A smaller road [as suggested in the Comprehensive General Plan for Lake Oswego (1963)] between Bonita Road and Meadows Road. Apparently, this alternative was considered in early deliberations and rejected, but there is no mention of the basis of this rejection in the draft statement.

   B. A road connecting Mountain Park, where major growth is now concentrated, with the South Tigard Interchange.

(10) C. A smaller road connecting the South Tigard Interchange with Carman Drive, and the opening of Carman Drive onto Boones Ferry Road.

2. No alternative means of transportation were considered, including bus, bicycle, or rail. Since much of the traffic on Kruse Way would terminate in only a few core areas -- Portland downtown, Washington Square, Mountain Park, and Lake Oswego -- the area may be ideal for mass transit planning.

3. An alternative that would more closely follow the lay of the land without the unsightly cut and fill of a high speed highway, inconsistent with a residential community, is not considered.

4. Limiting access on the proposed road to control commercial strip development is not considered. Perhaps these and other considerations were ignored because of the budget restrictions inherent in the Federal -- Air -- Secondary System, but these parameters should be made clear. (OEC)

1. The draft statement is not adequate because of its lack of study of any alternate routes or solutions except a "No Build." We request that such studies now be included within the final impact statement. Any contemplation of further enlargement of roads to freeways in the area should be abandoned and other alternatives to the East-West traffic problem be explored. We believe this to be of concern especially to our members who live in the Lake Oswego area. (TCNP)

1969-70 Requests made at official public hearings of the FAS 943 project for alternatives, a more southerly route, were never answered. (Core)

(11)

A. Facts have been omitted which are pertinent to the question of whether or not Kruse Way was considered, from its inception, to be a link in a Lake Oswego freeway (bypass). (Lake Oswego Citizens Group)

Responses:

(1) As summarized in the Project History section of the draft environmental impact statement, Clackamas County submitted to the Oregon State Highway Division in January, 1967, a request for a new Federal-Aid to Secondary route to connect Interstate 5 at the South Tigard Interchange to S.W. Boones Ferry Road. Eventually, this proposal has come to be called "Kruse Way."

Both corridor (December 9, 1969) and design (April 15, 1970) public hearings were subsequently held and corridor and design approval was subsequently granted by the Highway Division. The passage of the National Environmental Policy Act in 1969 and its signing into law in January, 1970, required the preparation and approval of an environmental impact statement from the Kruse Way proposal if federal funds were to be committed (60% of project costs). Since all right-of-way had not been purchased following design approval of the proposed Kruse Way project, the Oregon State Highway Division decided that an environmental impact

statement was necessary for project compliance with NEPA and assurance of federal participating funds pending FHWA approval.

The build alternative evaluated in the draft statement, on the basis of corridor and design hearing testimony (summarized in final statement) and resolutions presented by the Clackamas County Board of Commissioners, Lake Oswego City Council, and the Lake Oswego Chamber of Commerce, appeared to be the only alternative worthy of intensive evaluation of probable environmental impact. The preponderance of citizen public input did not appear to call for detailed evaluations of all conceivable corridor alignments in the area. For this reason, the decision was made to comprehensively evaluate environmental impacts of the proposed route only and to generally describe why other corridors were not as feasible. However, since the issue concerning lack of consideration of alternate routes has been raised, the final statement elaborates in more detail why other corridors do not appear as prudent as the one proposed (see "Alternatives and Reasons for Project Selection"). In addition, it is the opinion of the Oregon State Highway Division that alternates can be dismissed from further consideration when obvious deficiencies are discovered. This is especially true when such alternatives are more costly to construct and more damaging in terms of environmental impact -- without any palpable gains in transportation service (or less transportation service). These reasons appear to constitute sufficient justification for dismissing such alternates from further study of ancillary impacts. It seems logical to assume that such efforts would be a wasteful investment of public resources. This

Does not mean, of course, that the reasons for discontinuing study of additional alternates should not be disclosed to the public.

(2) Comment noted.

(3) Refer to Other Transportation Modes, page 76.

(4) Comment noted.

(5) For responses to all questions concerning alternatives see (1) above. Regarding transit as a possible solution to the traffic problem, traffic forecasts predicted on the basis of projected population and employment levels indicate that the Kruse Way facility, as designed, is necessary. Even when the assumption is made that 65 percent of forecasted traffic volumes can be diverted to other modes (an estimated 18,200 trips or 23,666 persons), the facility is still required. These figures illuminate the growing belief that serious reevaluation of proposed land use in the region is requisite.

Several preliminary studies have been undertaken to evaluate the feasibility of light rail service in the Portland metropolitan area. While definitive conclusions have not been made, initial findings are summarized in the following reports: "Light Rail Transit: Washington County Rail Corridor Study," (Railroad Diversion, Public Utility Commissioner of Oregon, May, 1974) and "Draft Transit Alternatives to the Mt. Hood Freeway" (Preliminary Report Prepared by the Governor's Task Force on Transportation, April, 1974). Again, it is not probable, based on available forecasts of travel demand, that light rail and bus transit alone can solve all the transportation needs.

(6) See response to (1). In addition, studies of traffic flow (desire) indicate that the Kruse Way facility can best satisfy the directional traffic demands.

(7) (A) 1. See (1) above.

2. See second response on page 112.

(B) See (5). In addition, there are no known plans calling for a park and ride station in the immediate vicinity of Kruse Way.

(C) See the traffic section under "Probable Impact of the Project on Environment" in the final EIS.

(D) See "Economics" under "Probable Impact of the Project on the Environment."

(E) Comment noted.

(8) This is an unfounded accusation since alternatives were considered. The apparent conflict lies in the fact that other alternatives were not considered in as much detail as the proposed route. See the response to (1) above for more explanation.

(9) Comment noted; also, see response to (3) above.

(10) Comment noted.

(11) See responses to (1) and (3) above.

Comment:

As a minimum, the EIS should:

Discuss in detail all alternatives, including but not limited to the alternative of no-build.

Discuss alternatives of scope and size of project.

Discuss alternatives in sufficient detail to provide a reviewer the opportunity to realize secondary or long-range impacts on environmental quality for each alternative.

Discuss alternative methods of construction, for example major cut and fill operations with alternative locations to provide the levelest road possible and the effectiveness of a road built as near as possible to existing land contours in an effort to minimize the environmental effect of the road.

In the discussion of alternatives, in addition to other routes or roadway configurations, alternate means of transportation should be considered and evaluated even if the agency proposing the project does not have the authority to carry out the alternatives. NRDC v. Morton. 3 ERC 1558 (1972).

Discuss in detail the rationale for selecting the chosen corridor over the alternatives.

There is little question that all Environmental Impact Statements should be of sufficient scope and detail to allow the reviewer to independently determine the severity of the impacts. Without a discussion of alternatives the EIS is meaningless. At a minimum the exploration of alternatives should include an objective evaluation and analysis of estimated costs (social and transportation), engineering factors, transportation requirements and environmental consequences. See PPM 90-1, Appendix E. (Ruttan)

Response:

See response immediately above.

Comment:

Alternatives should be given greater evaluation. There is no mention of the possibilities of use of transit to solve the problem, including the possibility of using a nearby rail right-of-way. The no-build alternative needs deeper evaluation. (Gordon)

Response:

Alternatives have been given greater treatment in the section entitled: "Alternatives and Reasons for Project Selection."

Comment:

> The Impact Statement freely admits that air and noise pollution guidelines will be exceeded. Their solution to the problem seems to be to wait until the automakers rectify the situation rather than trying to improve the design. (Gordon)

Response:

Air quality standards are currently violated for the emission of hydrocarbons and carbon monoxide at several locations in the Kruse Way study area. Noise impacts to existing residences (2) can be mitigated by several means discussed in the final statement. Redesign of the Kruse Way facility has also been considered but substantial changes have not been recommended since doing so would detract from the intended transportation purpose of Kruse Way. It is openly accepted that future improvement in air quality can be accomplished by redesigned automobile engines.

Comment:

> The statement, by throwing back on the county and city of Lake Oswego the onus for resisting the inevitable pressures for strip commercial development, pressures which have not been resisted elsewhere, does not properly evaluate the likely environmental impact of the new road. The result of this kind of abdication of responsibility for adverse impact is public discussion ten years hence characterized by mutual blame-throwing by the responsible agencies when all the irremedial land-use abuses have already occurred. The public deserves a transportation planning process that is more carefully coordinated so that adverse impacts can be minimized and reliance is not placed on agencies and localities ill equipped to avoid these impacts after the fact. (OEC)

Response:

The statement did not intend to infer that the Oregon State Highway Division is "throwing back" to the county and city of Lake Oswego the responsibility for resisting potential pressures

for commercial strip development. Rather, the statement was attempting to obviate this land-use consequence by discussing its potential. If such pressures come to bear, however, the local planning jurisdictions will carry the onus for making the responsible decisions. State legislation such as Senate Bill 10 (1969) and Senate Bill 100 (1973) has tended to strengthen local authority over land-use decisions. It is agreed that land-use abuses should not be returned to in the future.

Comment:

> Too, the draft statement makes no mention of the citizens' movement in Lake Oswego and its surroundings which is actively seeking to maintain the present character of the community and resisting increased commerce and higher population densities. A large segment of the community feels that the years in which the decisions to build Kruse Way were made by local bodies represented the tail end of the "growth at any cost" philosophy, no longer widely shared in the community. The suggestion that the land-use impacts of the Kruse Way proposal are consistent with the past pattern and rate of growth in the community ignores that this past growth may no longer reflect community goals. The draft statement reflects the Highway Commission's lack of imagination in finding ways to work with local communities to direct growth along arteries in ways consistent with local goals. (OEC)

Response:

Regarding citizen involvement, the following information has been supplied to the Oregon State Highway Division by Clackamas County:

"As you are aware, the Corridor hearing and Design hearing were held on this particular project. These hearings were held December 9, 1969 and April 15, 1970. Due to the magnitude of this particular project, however, actual construction and the right-of-way acquisition were not immediately undertaken. The

National Environmental Act was then passed by the Federal Government and since this project had not had the right-of-way acquired, the Oregon State Highway Department ruled that an Environmental Impact Statement was necessary.

"The public involvement information I am giving you occurs after the Corridor and Design hearings were held. The basic public involvement began with a letter under date of October 16, 1972 from the Oregon Environmental Council raising concerns and fears about the construction of Kruse Way and the possible extension of this facility by the construction of a bridge across the Willamette River in the city of Lake Oswego. As a result of this letter, the City Council of the city of Lake Oswego on December 12, 1972 held a work session to discuss their support of FAS 943 and the present status of that highway project. At this session, a history of the project was given and considerable publicity resulted in the Lake Oswego Review, a weekly newspaper.

"I believe it was also during the month of December that a town meeting was held at the Lake Oswego Jr. High School which was hosted basically by the Oregon Environmental Council. The purpose of this meeting was to discuss the pros and cons of the highway project and there were both proponents and opponents who spoke. Also during December the Lake Oswego Planning Commission was holding hearings in this general area, regarding what the future land use should be. At these public hearings considerable concern was expressed by numerous property owners regarding the effects that the construction of the Kruse Way facility would have on adjacent land uses. As a result of the concern expressed and

what appeared to be mounting opposition to the facility, a group known as the 'Save our Streets Group' submitted petitions to the Board of Clackamas County Commissioners, bearing approximately 300 signatures, in support of the Kruse Way facility on the basis it would help relieve traffic congestion on Bonita Road. These petitions were submitted on January 10, 1973.

"Also during January, another group called the 'Save Lake Oswego Group' submitted petitions to the Lake Oswego City Council, bearing the signatures of some 790 people asking that the Kruse Way facility be reevaluated and further asking that the City Council hold public hearings to determine if there was still city support for this facility. There was a good attendance at the City Council meeting, however, no formal action was taken.

"In August of 1973 after considerable study by the Lake Oswego City Council, a vote was taken regarding continued support of the Kruse Way facility. The vote of the City Council at that meeting was a 3 to 2 vote favoring support of the Kruse Way facility, with the Mayor casting the deciding vote."

Comment:

1. 1964 Action by citizens and City Council of Lake Oswego prevented the construction of the I-205 freeway through Lake Oswego.

These considerations which indicate that a real conflict was not dealt with according to NEPA and other significant points in the EIS indicate that the study has been inadequate and that the Kruse Way-FAS 943 proposal has been misleading. We feel there should be answers to the following questions which are prompted by the EIS:

1. Doesn't the history of FAS 943 and the 1964 attempt to locate I-205 through Lake Oswego as related above indicate

sufficient citizen opposition to such a facility to constitute an unresolved conflict concerning alternative uses of resources? (Core)

Response:

As recorded in the transcripts of the corridor and design public hearings, both the Board of Commissioners of Clackamas County and the Lake Oswego City Council endorse the proposed Kruse Way project. Moreover, on the basis of public hearing comments, signed petitions, and comments received on the draft environmental impact statement, there appears to be solid citizen support for the project. Criticism of the project cannot be characterized as opposition, but more so as dissatisfaction with the evaluation and enumeration of environmental impacts and related matters. In addition, the Kruse Way project should not be confused with earlier proposals such as the I-205 controversy since no relationship is intended (the construction of I-205 south of Lake Oswego is completed).

Comment:

The draft EIS was prepared by the Environmental Unit of the Oregon State Highway Division, an agency having an obvious interest in the approval of this project partly as a result of its previous recommendations and endorsement. The only location and design studied was based on the sponsoring county's recommendation which took into account two factors: economics and displacement. Prior to the preparation of the study the county purchased numerous lots representing approximately 9.7% of the lineal footage of the right-of-way required and approximately 2/3 of the ownerships.

v. Volpe, 3 ERC 1376 (D.C. E. Wis. 1972). That this is the case at bar is reflected by the Clackamas County position that alternatives need not be studied and that whatever problems may be inherent in the connection of FAS 943 to the interchange at I-5 are not significant with respect to the environment and thus do not need to be examined in the EIS. Such an attitude does not reflect the policy of NEPA.

> "...[I]t is the continuing policy of the federal government... to use all practical means and measures... to foster and promote the general welfare... PL 91-190 S101(a). (Ruttan)

Response:

See response [supra] to this comment.

Comment:

> NEPA is not satisfied by an EIS that fails to list ALL adverse effects of a proposed federal-aid highway; that fails to detail cost of land, construction, materials and labor; that fails to consider the effect of the proposed highway on all surrounding roads to include interstate highway interchanges. Daly v. Volpe, 4 ERC 1481, (D.C. W. Wash. 1972). (Ruttan)

Response:

The scope of environmental impacts discussed in the draft EIS has been expanded. The latest cost estimate for the proposed Kruse Way facility is $2,000,000 for right-of-way, materials, labor, and other construction costs. A discussion of the effect of Kruse Way on other highway facilities is contained in the traffic analysis section of the final EIS.

Comment:

> The EIS at bar fails to discuss in detail the effect of Kruse Way on the following:
>
> 1. The connecting interchange with I-5;
> 2. The connecting intersection with Boones Ferry Rd.;
> 3. Problems relating to anticipated increase in urbanization, see PPM 90-1, Appendix E. (Ruttan)

Response:

These and related matters are discussed in the traffic, land-use, and economic impact sections of this statement.

Comment:

> The complete statement dwells overly long on the adverse effects of sound pollution on three (3) homes at the Kruse Way-Carman Drive intersection and does not emphasize the improved noise environment on the other roads in the area. (SOS)

Response:

The length of treatment given to the adverse noise impacts was necessary for sufficient evaluation. Improved noise levels on related highway facilities are acknowledged in this statement.

Comment:

> The fact that improvements to the South Tigard Interchange will be required appears indisputable. This being the case, the question arises as to how these improvements are to be funded. Several attempts have been made to determine exactly what agency is responsible for whatever improvements must be made to the interchange; however, only evasive answers have been received. (Ruttan)

Response:

Funding will come from State and Federal sources. The Oregon State Highway Division in cooperation with the Federal Highway Administration is responsible for improvements to the interchange.

Comment:

> There is no evidence in the EIS that proper engineering studies have been requested or undertaken to insure that the dangerous Tigard, I-5 Interchange be redesigned to meet with federal guidelines for freeway interchanges. (Lake Oswego Citizens Group)

Response:

The results of engineering studies made to determine possible revampment of the South Tigard Interchange are reported in the

traffic section under "Probable Impact of the Project on the Environment."

2. PURPOSE AND DESIGN OF PROJECT

Comment:

> The relationship of Kerr Road and FAS 943 is not given sufficient attention. Impacts of building both, or either, or neither should be evaluated. The traffic figures cited in the Environmental Impact Statement assume that Kerr Road will be constructed. For example, the figure 28,000 is used for traffic in 1992 on Kruse Way. This figure assumes Kerr Road will be constructed, but if it is not, then 31,000 vehicles can be expected on Kruse Way in 1992. Traffic on Boones Ferry in 1992 can be expected to be 22,000 without Kerr Road and 19,000 with Kerr Road. (Gordon)

Response:

The relationship of Kruse Way traffic generation to other roads in the area is given expanded treatment in this statement under "Traffic."

Comments:

> The relationship of this project to the Lake Oswego Bypass is not clarified in the EIS. Additional statements are needed to explain their relationship. (Rich)
>
> 1969 CRAG plans showed Lake Oswego Bypass, four lanes from Lake Oswego to Baldock Freeway. (Core)

Response:

This project does not relate to the Lake Oswego Bypass concept. The Clackamas County Comprehensive Plan adopted August 8, 1974 states:

Lake Oswego Freeway - The Portland-Vancouver Metropolitan Transportation Study has indicated a need for a freeway from the Bonita Interchange on Interstate 5 through Lake Oswego and across the Willamette to McLoughlin Boulevard. It is not practical for a freeway to

discharge traffic onto a road which is constructed to a lower standard and which is not planned for improvement to equal design. This facility should not be built.

Kruse Way - Rapid increases in traffic volumes in the Tigard-Lake Grove area demonstrate a need for this facility. The proposed facility would extend from the Highway 217 Interchange with Interstate 5, easterly to intersect with Boones Ferry Road.

The Oregon State Highway Division feels this is sufficient information to distinguish Kruse Way from the Lake Oswego Bypass proposal.

Comment:

The brief historical summary related to the project, (p. 6 and 9 of E.I.S.) omitted some pertinent information that would have revealed conflicting opinions regarding the purpose of this highway connector between Boones Ferry Road in Lake Oswego and I-5. A summary of these omissions follows, and can be documented on request.

1. 1964 Action by citizens and City Council of Lake Oswego prevented the construction of the I-205 freeway through Lake Oswego.

2. 1965 Citizens Road Committee to Lake Oswego City Council recommended a connector to I-5 and suggested use of Quarry Road (south of FAS 943 location).

3. 1969 CRAG plans showed Lake Oswego Bypass, four lanes from Lake Oswego to Baldock Freeway.

4. 1969 January to April correspondence and records of Clackamas County, CRAG, and Oregon State Highway Department include recommendations and considerations for a connector route ranging from a 48-foot local street to a request from CRAG to test proposed highway for impact on another proposed route across the Willamette River, the Johnson Creek Expressway.

5. 1969-70 Requests made at official public hearing of the FAS 943 project for alternatives, a more southerly route, were never answered.

6. 1972 - A citizens group was organized to study the proposed FAS 943 or Kruse Way. The group was later incorporated as the Lake Oswego Citizens Group.

7. 1973 - Petition of 800 citizens of the area was presented to the Lake Oswego City Council requesting further hearings on FAS 943.

8. 1973 - Lake Oswego City Council and Clackamas County requested that proposed bridge to Milwaukie be eliminated on all area plans. (Core)

Response:

Comment noted.

Comment:

What is the advantage of realigning the facility in order to follow a section line? An analysis of whether this alignment is really an improvement over the Galewood Street alignment should be included. The Lake Oswego City Council has requested the County to restudy the connection of Kruse Way to Boones Ferry Road. This should be done. (Lake Oswego Citizens Group)

Response:

Design alternatives are discussed under "Alternatives and Reasons For Project Selection."

Comments:

(2) In addition to the "purposes of the proposed project" listed, available data shows that another likely purpose of this road is to serve as the first link in the proposed Lake Oswego Bypass. This should be included. The impact of such a facility would require a new impact study to be done of the whole Oswego-Milwaukie-Oak Grove area. Also under (2), "to reduce traffic on Bonita Road and other local streets"---; as this is written, one might conjecture that Bonita Road is another local street. It should not be categorized as such since it has been the main route from Lake Oswego to Tigard, Beaverton and points west. (Lake Oswego Citizens Group)

Given this background of controversy to consider, we question the EIS analysis of the purpose of this project. We are unable to tell from all the data employed whether

this is to be purely a local facility serving the adjacent areas or in effect the next link of a freeway through Lake Oswego from the South Tigard Interchange to the Baldock Freeway. The county's claim as reported in the EIS, (p. 9) that it "does not intend to construct the proposed Kruse Way as a freeway because it would defeat the purpose a local arterial is intended to serve" does not guarantee that FAS 943 as designed will not be converted to a freeway by the construction of grade separation structures in lieu of grade intersections, as is currently being done on Oregon State 217 which ties in directly to Kruse Way. (Core)

Response:

Comments noted. See earlier responses regarding the Lake Oswego Bypass.

Comment:

Access points should be located not only at the discretion of Clackamas County but also at the discretion of Lake Oswego since the EIS state that the "proposed facility would someday be wholly within the limits of Lake Oswego." (Lake Oswego Citizens Group).

Response:

Comment noted.

Comment:

Operationally, the effect of connecting FAS 943 to I-5 at the South Tigard Interchange is to downgrade an interstate freeway, state expressway, and an interstate interchange by the construction of a county facility. There is apparently no information available to the contrary. As early as 1970, Homer C. Chandler, Executive Director, CRAG, stated by letter:

> "Again, though the group representing the cities, counties and state accept the premise that in the not too distant future changes will have to be made in the interchange." (Ruttan)

Response:

The connection of FAS 943 to the South Tigard Interchange will affect the forecasted traffic volumes at the two ramp terminal

points. If the connection is not made (no build) then traffic volume increases at the South Tigard Interchange would be less rapid but, nevertheless, signalization would eventually be required. The proposed redesign of the South Tigard Interchange loop ramp and restripping of the overpass to accommodate six travel lanes should be sufficient to circumvent the possibility of downgrading the facilities mentioned.

Comment:

> The road design does not seem to allow room for incapacitated vehicles. This could really tie up traffic. (Gordon)

Response:

> Comment noted.

Comment:

> The direct and indirect local regional impacts of the greatly increased accessibility to Lake Oswego should be given more thorough evaluation. (Gordon)

Response:

> These impacts are given greater evaluation in this statement under "Land Use" and "Economics."

3. LAND USE AND LOCAL PLANNING

Comments:

> At the beginning of this impact statement you indicate that: "Clackamas County officials feel that there is a need for a local facility to connect the Lake Oswego and Lake Grove areas to Interstate 5 and the Beaverton-Tigard Expressway." Several land-use and road plans are subsequently referred to as indicating community interest in such a corridor. In reference to the above, we would like to point out the following. (1) Land-use goals for Lake Oswego as well as its 1963 General Comprehensive Plan are at present being re-examined. (2) The

proposed Clackamas County comprehensive plan has not been adopted and is being re-examined. (3) CRAG's 1969 plan is being revised, and CRAG is now working on an interim three-year plan, which has not yet been adopted. (4) The Lake Oswego Planning Commission has tabled its study of the Lake Grove-Tigard Expressway pending this environmental impact statement. That study was prepared by the planning director and has not yet been adopted. Is it advisable to base the need for a new road on so many plans in revision? (LWV)

The decision to design a road of this character to "provide for efficient land usage and property development" should follow, not precede, a comprehensive study of land use in the area. According to the Environmental Impact Statement Guidelines on Land Use, p. 101, the EIS should "indicate how the project fits into a master plan... should indicate... the relation of this project to ongoing studies in the same vicinity." Both the city of Lake Oswego and Clackamas County are in the process of revising their comprehensive plans for this area. This must be considered in any road proposal. (Core)

The development of Kruse Way, on the contrary, will not necessarily provide ready access to and from the properties in the project area. Kruse Way was originally designed limited access and no final decisions have been made on access points according to this EIS. (Lake Oswego Citizens Group)

The EIS failed to point out that the city of Lake Oswego and Clackamas County are currently revising their comprehensive plans. As yet, they have not been completed or accepted. CRAG is also revising their land-use plan for the region. (Lake Oswego Citizens Group)

Response:

See the sections on Land Use and Economic Impact for treatment of these and related matters.

Comment:

The large block of land between I-5 and Boones Ferry Road should have been considered an undeveloped natural resource. Bisecting this area with Kruse Way before appropriate city and county agencies have finished current planning studies would foreclose future options. (Lake Oswego Citizens Group)

Response:

Clackamas County adopted their Comprehensive Land-Use Plan on August 8, 1974. The Kruse Way proposal was directly considered in the development of this plan as shown on the Master Plan map.

Comment:

Any criteria in local land-use plans which assure adverse environmental impacts of urban development will be minimized. (Sampsel)

Response:

To our knowledge, there are no specific provisions regarding minimization of adverse environmental impacts although numerous ordinances relate to the maintenance of environmental quality.

Comment:

Provisions in local plans for reserving park and open space lands in the highway project study area. (sampsel)

Response:

Currently there are no local plans for reserving park and open space lands in the immediate project area. For further information, refer to the section of land use in this statement.

Comment:

Is the proposed facility really consistent, recognizing noise and pollution effects, with adjacent residential usage as shown on pending Clackamas County Comprehensive Plan assuming it is adopted? (Core)

Response:

For a discussion of this matter refer to "Steps Taken To Minimize Unavoidable Adverse Environmental Effects."

Comment:

Ferry Road Sec. (Kruse Way). The City Planning Commission recently approved a 75-lot subdivision located between Country Club Road and Wembley Park Road, a significant portion of which you show as being identified by the city of Lake Oswego's Comprehensive General Plan as parks and open space. (Mahoney)

Response:

Comment noted (this correction has been made).

Comment:

I would like to take this opportunity to advise you that the detailed graphics that are represented on said document do not coincide with the general policies of development for the area as set forth on the City's Comprehensive General Plan (see attached). I bring this to your attention in order to correct the record and to assure against any misunderstanding which might result from what appears to be an error in the drafting of the document to which I refer. (Mahoney)

Response:

These corrections have been made.

Comment:

Isn't it possible that the highest use for this land in the future might prove to be as a recreation area? (Core)

Response:

This supposition is not supported by community values expressed in the Clackamas County Comprehensive Land-Use Plan adopted August 8, 1974.

Comment:

The draft statement presents a generally complete and objective assessment of the project's immediate impact. The significant unavoidable and irreversible effect of opening rural, undeveloped lands to urban development is recognized. In our opinion, this secondary effect will

be most significant and deserves further analysis in the final statement. Specific topics needing further analysis are: (Sampsel, USDI)

Response:

See the land-use and economic impact sections of this statement for a discussion of these impacts.

Comment:

Land Use. The single most significant impact caused by the construction of FAS 943 will be in its alteration of the use of the land around which it is proposed to be constructed and in the larger area it serves. The statement is clear in pointing out the likelihood of change in land-use patterns, but we feel it is deficient in two major respects. One, it is in error in emphasizing the destruction of the present use of the area proposed for construction while de-emphasizing the impact of the highway on the long-term development pattern of the area. The area is now zoned mostly for medium density single-family residences, and that kind of development, consistent with the growth of the rest of the Lake Oswego area, could be expected to occur there if no road is built. But that kind of a development is clearly impossible around a major through artery such as the proposed Kruse Way, not only because of high land values around an arterial but also because of the adverse environmental impacts of the road. (OEC)

Response:

See response to comment immediately above.

Comments:

The second purpose of the proposal is... "to provide for efficient land usage and property development...". The EIS does not explain how construction through an undeveloped area causes this efficient land usage and property development. (Rich)

It would also provide for property development in adjacent areas. Whether it would provide for "efficient" land usage is a highly subjective conclusion. Comprehensive planning includes not only economic criteria, but also natural environmental characteristics and conservation needs, environmental impact of alternatives, economic

realities, cost-benefit studies of alternative land uses, population trends, community characteristics, methods of citizen involvement and plans of other government jurisdictions. Comprehensive plans at the county and city levels are at present being reviewed. Will this road be compatible with them? (LWV)

What constitutes "efficient land usage"? (Core)

Response:

It is agreed that the adjective "efficient" is a subjective term since it connotes different meanings depending on one's value system. Moreover, recognition of this fact led to the removal of "efficient land usage" as a project purpose.

Comment:

How many property holders and how many local businesses will reap significant financial benefits from the construction of the facility as designed? Can the sources of the pressure to build, (as noted on p. 44 EIS), be identified? (Core)

Response:

It would be extremely dubious to attempt to quantify the number of property holders and local businesses likely to benefit from the proposed project. However, pressure to build normally comes from land development interests that either currently own land or plan land development for other interests.

Comment:

Isn't it pertinent, in view of the increasing residential density of Mountain Park, Tigard, and adjacent area, to note how many (if any), similar undeveloped 300-acre parcels there are in the Southwest area as close to Portland as the one which FAS 943 would bisect?

Response:

By inspection, there are few relatively undeveloped large land parcels within the Portland Metropolitan area.

Comment:

There was no mention of the fact that a portion of the area contiguous to the proposed Kruse Way corridor has been used for several years as a recreational area by regional Girl Scout units for their summer day camp activities. (Lake Oswego Citizens Group)

Response:

Comment noted.

4. UTILITIES AND PUBLIC SERVICES

Comment:

Costs of public facilities which will have to be provided in the developing areas. (Sampsel)

Response:

This information is found in the final statement under "Cultural Environment," economics subsection.

Comment:

Sewer and water services have been planned for the area to be traversed by the road in anticipation of a high degree of development. With Washington County's present inability to meet sewage treatment requests, its plans for proper service of this proposed high density area can be questioned. In this regard, the proposed county comprehensive plan, which allows increased density in the area, is being reviewed, and Lake Oswego City Council has requested participation in land-use planning for this area. One of the significant criticisms of the county plan, incidentally, is its lack of planning for parks and open space, of which this edge of the county is an outstanding example. (LWV)

Response:

The Clackamas County Comprehensive Plan was adopted August 8, 1974; high density zones (commercial and multi-family residential) have been changed to allow low density single-family residential (1-5 units per acre) uses only and reduced area for planned commercial development along the west side of S.W. Bangy Road.

Other comments are noted.

Comment:

The EIS fails to include an analysis of how the low-term demands for urban services in this area, if opened to unplanned development, places a strain on adjacent areas. (Lake Oswego Citizens Group)

Response:

This concern is addressed in the economics section under "Cultural Environment," economics subsection.

Comments:

A cost analysis outline should be included in the EIS to determine whether the cost of services to the area will negate the state beneficial increase in the tax base. (Lake Oswego Citizens)

Although improvements to and development of land are expected to increase property values substantially, much of this revenue could be necessary in order to provide essential services. This statement negates the benefit to Lake Oswego's tax base implied on p. 69. (LWV)

Page 69, Cultural Environment. We request that a cost analysis be included within the EIS to determine whether the cost of services to the area will in fact negate any beneficial increase in tax revenues brought in by increased development. (TCNP)

Response:

An evaluation of these and other matters is contained in the "Probable Impact of the Project On the Environment," "Cultural Environment," section, economics subsection.

5. AIR QUALITY

Comment:

Refer to page 2 k. and the section on Air Quality, page 52.

The studies on air pollution are incomplete and should also include studies prepared at the Boones Ferry-Kruse Way intersection.

We find it impossible to justify increasing air pollution to any degree while attempting to comply with the current air quality standards. (TCNP)

Response:

See the revised air quality analysis in this statement.

Comment:

We note from the statement that: "Total automobile emissions are expected to increase if the Kruse Way project is implemented, 8% by 1975 and 1977, 11% in 1992." We also note that: "Any increase in emissions of a build alternative over the no-build alternative is considered an adverse impact." The chart on page 56 shows this to be the case. Kruse Way will increase CO by 10% at the S. Tigard Interchange, pushing it over the DEQ standard, and will accelerate the formation of photochemical oxidants in the Portland Metropolitan area. Considering that the Federal Government is requiring Portland to meet federal air pollution standards, shouldn't a large new road generating pollution in this area be approached with caution? Have you considered the possible effect if the assumptions listed on p. B-1 are not implemented? (LWV)

Response:

Whether or not the Kruse Way proposal is implemented in regards to the potential of adverse air quality impacts will be a determination of the Oregon Department of Environmental Quality. The validity of the air quality assumptions is not questioned in the final statement since there is no sound basis for doing so.

Comment:

It is alarming that all the predictive studies on air pollution are made with the assumption that the Federal automobile exhaust standards will basically solve the air pollution crisis. This assumption that the Federal controls will be effective is based on several hypotheses, none of which have ever been

tested in fact. We should not construct a transportation system that can produce life-threatening consequences by a failure of the assumptions or effectiveness of another unit of government over which we have no control. At the very least, air pollution projections should be made as alternatives depending on the effectiveness of the Federal program -- e.g., 25% effective, 50% effective, 75% effective, etc. (OEC)

Response:

It is difficult to comment on the question posed concerning untested hypotheses since these hypotheses are not indicated. The problem concerning standards and their implementation for the control of automobile emissions is complex when one considers the paucity of information about medical, social, economic, and environmental tradeoffs regarding such control. The Oregon State Highway Division feels it is not making a positive contribution in terms of projecting air quality impacts by analyzing the probability of the Federal program's implementation because of the subjective nature of making new assumptions regarding the political climate at the national level. However, a review of the possible ramifications of delaying auto-emmisions control can be found in the "Review and Outlook" section of the Wall Street Journal, dated 10-28-74.

Comment:

Serious questions can be raised regarding the adequacy of, and the accuracy of, existing and projected standards of auto-originated air pollutants on FAS 943 (Kruse Way) as outlined in your EIS rough draft. Certain "assumptions" noted on page B-1 (Appendix B - Air Quality) constitute a "house of cards" and do not lay a firm foundation upon which to make any firm or reliable projections on air quality.

For example Item 1:
Federal emission standards for auto pollutants have, in fact, been delayed from 1975 to 1976. Further, the

regional office of the EPA will give no assurance that emission standards will be implemented in 1976. Certain political and economic events have transpired that raise questions as to whether the standards will ever be implemented.

Item 2:
The DEQ plan for Oregon automobile inspection plans in the Tri-County area was conceived by the August 15 legislative emergency board meeting under circumstances which, at best, are open to question. There is no assurance that this plan will be, or can be, implemented as required by further legislative action, even in 1975. In addition, the DEQ plan calls for extensive "retro-fitting" of pre-1968 cars (about 70% of the Tri-County car population) may not be legally enforceable, according to the EPA legal staff.

Item 3:
Vehicle speed cannot accurately be projected because zoning (and signalization) cannot be defined as yet. Further, and more important,

Item 4 (and Item 5):
No assurance on either of these items. The Clean Air Act of 1970 is being re-examined in Congress. The oil refining industry is obviously short of refining capacity for existing (leaded) fuels. In addition, the capital requirements of the oil industry are in the billions of dollars for the next decade for the existing technology, let alone new technology. Further, non-lead gasoline is largely untried in modern cars on a mass basis, and may pose no problems, as well as requiring a higher octane rating than leaded fuels, which, in turn, adds to refining problems. (Baker)

Response:

Your comments are noted. Incidentally, for a general review of the latest available information regarding whether or not the Federal Government should alter its present course set for the control of auto-emissions, see the "Review and Outlook" section of the Wall Street Journal, dated 10-28-74.

Comment:

Ovarles stated that even with intensive study by the EPA good information on health effects will not be available until 1975. In addition, the catalytic method may already be outdated by technology, when compared to CVCC methods under intensive study by both domestic and foreign car manufacturers. It

is doubtful that catalytic converters can be legally required on pre-1968 cars. Since the catalytic converter results in further decrease in mileage (3-12%) political considerations may dictate its demise. (Baker)

Response:

Comment noted.

Comment:

I would now like to address your attention to the Boones Ferry corridor between the intersection of (proposed) Kruse Way and the (proposed) new Kerr Road intersection, with emphasis on projected traffic flow and air quality standards in a topography that is not conducive to favorable natural ventilation.

Signals will be placed at Kerr Road intersection. There are 10 signals at Country Club and Boone's Ferry intersection; signals will be placed (extensively) at 943 and Boones Ferry intersection. Traffic flow will be highly restricted. With this in mind, the following items should be considered:

1) Existing lead, CO, and NO_x concentrations on:

   a) the Lake Oswego High School athletic field
   b) the residential areas bordering Boones Ferry
   c) the Elementary and Junior High area
   d) the Lake Grove School area

2) The lead, CO, and NO_x concentrations expected under average traffic flow conditions should Kruse Way and Kerr Road extensions be constructed at the 4 locations cited above. (Baker)

Response:

See the revised air quality analysis in the final statement.

Comment:

The 1970 Suspended Particulate Isopleth shows that much of the Lake Oswego area exceeds the Particulate Ambient Air Standard. Introducing a freeway-type facility into Lake Oswego with accompanying pollution factors must be more thoroughly studied as to its impact on the city. (Lake Oswego Citizens Group).

Response:

The 1973 Suspended Particulate Isopleth for the Portland Metropolitan area (in the final statement) shows that most of

the Lake Oswego area falls outside the 60 micrograms per cubic meter standard. For the predicted air quality impact of the proposed Kruse Way arterial, refer to the "Probable Adverse Environmental Effects" section, Air Quality subsection.

Comment:

Since measurements of existing ambient levels of carbon monoxide and other pollutants were not complete at the time this EIS was published, we would assume that comment will be accepted from the public on this subject in the final statement, as well as on the other studies which had not been completed. (Lake Oswego Citizens Group)

Response:

True.

6. NOISE

Comment:

Has the effect on wildlife, the irreversible loss of land, the dangers inherent in disturbance of water flow, water table, runoff, and soil stability been considered as seriously as the economic effect of the road? We know that Lake Oswego has a tree ordinance. Are there any provisions to save trees in the county section of this study area? (5) The build alternative shows that sound levels at two of the house sites will exceed the FHWA guidelines in 1992, and by over 10 dBA which is categorized as objectionable and a major noise impact. Have new DEQ noise standards been referred to? Will this road, surrounded by high density development, meet those standards? Both pollution and noise will funnel through this proposed corridor if both the road and close development surrounding it are allowed. At present trees and open space act as a buffer to the noise and pollution on I-5. (LWV)

Response:

Question: 1 - Yes

2 - No

3 - Yes

4 - Only if new development is not allowed within areas where noise standards are exceeded.

Comment:

Noise level standards will be exceeded at the Carman Drive intersection; but the EIS does not indicate what, if any, remedial measures could be taken. (CRAG)

Response:

Alternative measures are discussed in this statement under "Steps Taken To Minimize Unavoidable Adverse Environmental Effects," Noise subsection.

Comment:

The significant reduction of noise level on Bangy Road (Site C), because of traffic diversion, appears to conflict with the statement that Site C has high noise levels because of its nearness to Interstate 5. (CRAG)

Response:

This statement was made in relative terms -- noise levels would be higher without the Kruse Way facility.

Comments:

The studies on noise pollution are also incomplete. We ask that the noise increase levels be studied in the residential section of Mountain Park to the north. Impact on Lake Grove School should be considered.

We would ask that such an extensive facility not be built if the completed studies exceed noise pollution standards. (TCNP)

An omission has apparently been made in not conducting a sound level analysis on the south and west slopes of Mountain Park and on Collins Way near the Lake Grove School. (Lake Oswego Citizens Group)

Response:

Noise studies have not been undertaken at the two locations mentioned since it would be difficult to attribute future changes in sound levels to the Kruse Way facility.

7. WATER QUALITY, SOIL, EROSION

Comment:

There seems to be an acceptance of the inevitability of stream turbidity from erosion of cutbanks and other construction scars. We feel it would be desirable to show the specific steps which will be required of the contractor to prevent such pollution. (EPA)

Response:

Alternative procedures to minimize the occurrence of soil loss are discussed under "Steps Taken To Minimize Unavoidable Adverse Environmental Effects."

Comment:

The principal soil found in the proposed project area is Cascade silt loam. This soil erodes easily, particularly when exposed and slopes exceed 7 percent. In addition, there is a slide or slump hazard inherent in this soil series. Because of these characteristics, the proposed 17-foot cut section having portions with 1-1/2:1 slide slopes causes concern. Significant amounts of soil movement and resulting sedimentation could take place under these conditions. Slopes this steep are difficult to stabilize with vegetation even where these hazards and limitations do not exist. A design change or specific plans for soil stabilization should be included in the environmental statement. (SCS)

Response:

The original vertical alignment has been modified to better fit with ground contours. Moreover, cut slopes are not to exceed 2:1 in the present proposal. Other matters related to erosion potential are enumerated in this statement under "Probable Adverse Environmental Effects" and "Steps Taken To Minimize Unavoidable Adverse Environmental Effects."

Comment:

The statement considers provisions for control of erosion and management of water during construction. These are

general in nature. The environmental statement would be strengthened by including where and when these measures would be applied.

Response:

Measures to minimize soil erosion and adverse impacts on water quality have been expanded in the final statement. Unfortunately, it is not possible at this time to specify exactly when and where such measures will occur or take place.

Comment:

Geology and surficial deposits of the area of the proposed highway construction have been summarized (p. 13, 15, 40, 42) and potential problems such as soil erosion in cuts and embankments, and turbidity and siltation in streams, have been recognized. The magnitude of these and other environmental problems that may result from geologic conditions should be determined from preconstruction investigations (p. 43) and should be within the range of standard engineering practice. (Sampsel)

Response:

Comment noted.

Comment:

I gather that one permanent effect of this project will be an increase in siltation and pollution of Lake Oswego. This should be intolerable and methods of eliminating the problem should be thoroughly investigated. (Gordon)

Response:

This belief is incorrect. There is a very low probability that any siltation of minor streams and creeks attributable to the construction of Kruse Way will reach Lake Oswego.

Comment:

On Page 15, it is stated that "Landslides Could Occur in Areas of Steep Slopes". Paraphrasing a paragraph on Page 12, it

states that there will be some areas of rather steep slopes to conserve right-of-way. The messages on these two pages seem to conflict with each other. (Gordon)

Response:

In light of design modifications in the vertical alignment of the proposed route, the wording of the sentences referred to has been changed.

Comment:

Conclusions on erosion studies should have been included in this draft statement. (Lake Oswego Citizens Group)

Response:

It is the opinion of the Oregon State Highway Division that major soil erosion problems will not occur as a result of construction activities. The technical tools for predicting soil erosion are not currently refined enough to allow reasonable statistical confidence in such predictions. However, such soil erosion forecasting techniques are being investigated as discussed in the "Aquatic Impacts" section under "Probable Impact of the Project on Environment".

Comment:

The visual impact from the erosion which is expected to occur would be avoided in part by using a contour design. A request for this change has already been made by the Lake Oswego City Council in a letter to the Clackamas Public Works Department. (Lake Oswego Citizens Group)

Response:

The vertical alignment of the project has been modified to more closely align with local topography.

8. WILDLIFE AND VEGETATION

Comment:

> I wish to express my complete and unalterable opposition to the proposed construction of the proposed Kruse Way, the freeway connection between I-5 and Boones Ferry Road. Should the construction be undertaken, it would be, as the impact statement shows, in gross violation of every environmental principle known, including the wanton destruction of an important wildlife preserve. (James)

Response:

There is no known wildlife preserve in the project area. The design of the project has attempted to incorporate measures to minimize environmental impacts. Moreover, the area in which the project is located is entirely surrounded by urban and suburban development and land-use plans adopted by Clackamas County call for residential and commercial development. The most effective means of expressing your viewpoint is through communication with local officials who will ultimately determine the form of development or nondevelopment in the land area to the north and south of the proposed route.

Comment:

> Long-term impacts on wildlife resources in the study area. (USDI - Sampsel)

Response:

The most powerful agent working against the continued existence of the wildlife of the study area is the pressure to develop existing open space, and in doing so, to permanently alter or destroy the characteristics of existing wildlife habitat. As the habitat changes character or is diminished, dependent wildlife species will be reduced in numbers or disappear altogether. Concurrently, species with the ability to

coexist with man will increase. Value judgments concerning the importance and desirability of such a change are not offered here.

Historically, the construction of roads has encouraged urbanization of undeveloped land. If such is still the case, then the wildlife of the study area are destined to be replaced by house sparrows, scrub jays, dogs, cats, and mice.

The most powerful agent which may be capable of controlling this process is land-use planning. If the constituency of the various political districts affected desire to maintain existing open space (and in the process, existing wildlife habitat) they have a mechanism designed to do so. If existing conditions are preserved as such, a major step will have been taken in preserving the existing wildlife. On the other hand, if these same people do not value the existing conditions more highly than continued urban expansion, then the wildlife habitat of the area will likely be lost to cultural development, whether or not the Kruse Way facility is constructed, since other means are available for the construction of roads.

Comment:

> The final statement should include an accurate description of the fish and wildlife resources within the project area. Species that inhabit or frequent the area should be listed and some measure made of their population status. Displaced wildlife cannot be absorbed into adjacent lands when habitat is destroyed. A detailed discussion of what the impact will be on these resources should be presented. (USDI - Sampsel)

Response:

This information is presented in the final environmental impact statement under "Existing Environmental Setting," and "Physical Environment."

9. ECONOMICS

Comment:

Capital costs and cost benefits are not given in the report. (CRAG)

Response:

Project costs are an estimated $2,000,000; a benefit-cost ratio is not currently available for this project.

Comment:

How many property holders and how many local businesses will reap significant financial benefits from the construction of the facility as designed? Can the sources of the pressure to build be identified? (Mr. & Mrs. Core)

Response:

The special determination of to whom financial benefits will accrue is not an appropriate topic in an environmental impact statement. Pressures to build will most likely come from land development interests who now or will eventually own land in the project area.

10. ARCHEOLOGY

Comment:

The discussion in the last paragraph on page 76 on archeological resources is inadequate. It appears that no attempt has been made to determine whether archeological or historical resources are present in the project area, therefore, it is not possible to evaluate probable impacts and discuss possible mitigations. Further identification and evaluation of these resources can be adequately carried out only by a professional archeologist.

NEPA stipulates that impacts should be identified during the planning process before construction is underway. Thus, prior to preparation of the environmental statement, an on-the-ground inspection by a professional archeologist should be made to determine whether sites are present, to evaluate their significance, to judge the impact of the project upon them, and to offer suggestions to mitigate these impacts.

As you know, destruction of archeological or historical sites is an irreversible impact upon a nonrenewable resource. Two alternatives suggest themselves to mitigate this impact: the proposed highway facility could be relocated to avoid the site, or archeological excavations could be carried out to salvage a representative sample of the information contained in the sites. Neither alternative is viable once construction is underway.

The National Register of Historic Places, published in the Federal Register on February 28, 1973, should be consulted to insure that no registered historic sites will be affected. The Oregon State Historic Preservation Officer should also be consulted to determine if there are any sites now being considered for nomination to the National Register. (USDI - Sampsel)

Response:

A statement concerning what is being accomplished in conjunction with potential archeological or historic sites is found under "Probable Impact of Project on Environment."

11. TRAFFIC

Comment:

Long-range estimates in the impact study cite traffic levels on the Beaverton-Tigard Expressway in 1992 at levels of service C and D; without Kruse Way, levels remain at C. The benefit to Bonita Road is conceded to be short-term, yet a main purpose of this $1.5 million arterial is for the benefit of Bonita Road. The safety factor at intersections will be decreased. What impact will traffic flow of 32,000 ADT have on Country Club, State Street and A intersection, and subsequent pressure for a bridge? (LWV)

Response:

Comments noted. In addition, the projected traffic volume along Kruse Way in 1994 is 28,200 ADT. This volume of traffic, in itself, will have little impact on the above-mentioned roads and pressure for a bridge. However, increased auto-oriented traffic demand for the entire area, even without Kruse Way, will undoubtedly require currently unspecified improvements to the above-mentioned streets.

Comment:

We are further concerned about the impact of Kruse Way as designed on Country Club Road, Boones Ferry, A Street, and downtown Lake Oswego. The environmental impact statement points out that this road is designed to handle a traffic flow of 32,000 ADT, and it projects a flow of 28,000 ADT in 1992. Such traffic will surely have an impact on the above-mentioned streets. With such congestion, pressure for a larger road through town will inevitably arise. The League is well aware that future officials are under no obligation to honor the commitments of past city leaders. Under the traffic pressure generated by Kruse Way and subsequent development, future city and county leaders might well reinstate the bridge and convert Kruse Way to the original bypass as shown on the PVMATS or something nearly like it. (The 150' and 120' rights-of-way for a 68' road appear to allow room for this road expansion.) Your impact statement should include the projected impact on Country Club Road and the State and A intersection in downtown Lake Oswego, ADT, bisection of the community, etc., including what changes in the N-S or E-W arterial sizes would be needed to handle this. Can your study be considered complete without such an analysis? (LWV)

Response:

The Kruse Way facility is not responsible for "generating" the entire amount of traffic forecasted in 1994. Trip generation is a function of the existing level of land-use development as well as future levels forecasted on the basis of anticipated economic and population growth or decline. In order to say that the entire 28,200 ADT in 1994 is a function of Kruse Way alone is untenable. In fact, the majority of this traffic would come from the general growth of the region, with or without Kruse Way. Therefore, undertaking a study that would be costly in terms of time and money on the unfounded premise that impacts to these other facilities is attributable to Kruse Way is not sensible. Moreover, traffic studies indicate that Kruse Way will not appreciably impact Country Club Road or downtown Lake Oswego when the no-build alternative serves as the basis for comparison. Other

questions addressed above cannot properly be evaluated by the Oregon State Highway Division.

Comment:

> The fact that Bonita Road is projected to have as high or higher traffic volumes in 1992 than at present, indicates that building Kruse Way is not solving the long-range problems of Bonita Road. (Lake Oswego Citizens Group)

Response:

Revised traffic forecasts indicate that the operation of the Kruse Way facility will significantly improve traffic flow along Bonita Road when the no-build alternative is considered. The following table summarizes the traffic forecasts for Bonita Road under the build and no-build assumption:

	1974	1994
	(1000's) ADT	
Build	2.0*	4.7
No-Build	4.4	17.2

Source: Oregon State Highway Division, November, 1974.

*Assumes Kruse Way is operational.

Comment:

> The Oregon State Highway Division Planning Section Intersection Capacity Analysis, prepared by "H.O.C." (8-13-73) and checked by "J.B." projects a flow of 1150 for A.M. peak-hour traffic for the North I-5 to West Highway 217 movement. This is the same figure supplied in 1970 without taking any of the major developments unknown in 1970, but now known, into consideration. The rationale for not updating the traffic data in light of the current and proposed development is certainly questionable. Logic would dictate that such developments would significantly affect traffic projects. Assuming this is to be true it follows that all traffic-flow data used in the EIS are potentially erroneous. (Ruttan)

Response:

New traffic forecasts have been made from data produced in the Tigard-Lake Oswego subarea traffic study. For the methodology employed in this study, see Appendix C.

Comment:

That Bonita and Bangy Roads, collectors, are being used as arterials is fully recognized. Some access to I-5, 217 is needed. We are intrigued by the origin and destination data and would appreciate information on how either can be determined. (LWV)

Response:

This information is generally obtained from answers to a series of questions concerning trip origin and destination solicited from a sample of drivers on a particular road throughout the day or several days during the year.

Comment:

Comment:

The impact work is based on trend-city traffic projections. These kinds of projections are not valid for a variety of reasons. A better approach would be to evaluate the consequences of alternative projection levels. (Gordon)

Response:

Traffic projections are based on a recent (July, 1974) update of population and employment forecasts. These forecasts were developed by the various local planning agencies and reviewed by the Columbia Region Association of Governments.

Comment:

Traffic studies representing Kruse Way as a local facility did not clarify the real flow of traffic. Destinations east of Boones Ferry were not separated into useable data for analysis. (Lake Oswego Citizens Group)

Response:

Traffic flow east of Boones Ferry is not significantly affected by the operation of the proposed route. Traffic volumes on the street network east of Boones Ferry Road will be most affected by anticipated growth for the Portland Metropolitan Region as a whole.

Comment:

If the road is to reduce traffic volumes on Bonita Road and Boones Ferry, further study should be made showing where this traffic actually goes. Surveys cited by EIS state that 43% of the traffic on Bonita go to or from Lake Oswego east of Boones Ferry, but fail to determine whether this is toward Country Club on the north or through Lake Grove to the south. Of the 4,250 trips made daily on Bonita, (p. 39) only 1,900 cars use the proposed Kruse Way exit at Galewood, according to a 1972 Lake Oswego Public Works Department Survey. Actually the balance (60% of the traffic on Bonita) turns off on their residential streets and would be expected to do so in the future when signalization would be introduced at the major intersection of Kruse Way and Boones Ferry. (Core)

Response:

For a detailed discussion of traffic impacts, see the traffic subsection under "Probable Impact of Project on Environment" in the final statement.

Comment:

The statement neglected to include traffic estimates from the Lake Oswego Department of Public Works which show a projected 12,000 ADT in 1990 at Boones Ferry and the Kruse Way exit. (Environmental Dev. Plan - PAS 943 - Aug. 1972)

Response:

Comment noted. In addition, the Highway Division's latest traffic analysis estimates 9,600 ADT, 10,800 ADT and 20,400 ADT for the years 1976, 1978, and 1994, respectively, at the Boones Ferry Road/Kruse Way intersection (assuming Kruse Way is constructed).

Comment:

This survey is inadequate since the Lake Oswego area east of Boones Ferry Road includes a large area of Lake Grove. A breakdown was not made of these areas. This should be done in order to determine how many Lake Grove area trips, to and from east of Boones Ferry Road, are expected to utilize Kruse Way; the same study should include Lake Oswego residents coming from the direction of Country Club Road. In attempting to move traffic to and from this east Lake Grove area, via Kruse Way, a substantial increase in traffic past the Lake Grove School might be expected. (Lake Oswego Citizens Group)

Response:

Traffic volumes predicted to use Kruse Way and oriented towards Lake Oswego and Lake Grove are shown on Figure 8C. The traffic volume impact on Boones Ferry Road with and without Kruse Way is shown in Figures 8D and 8E, respectively.

Comments:

Aren't the projected traffic volumes (p. 13) based on this facility being part of a connection from I-5 across the Willamette to the Milwaukie area? (Core)

Whether FAS 943 is capable of being utilized as the initial leg of a freeway connecting to the eastside of the Willamette River, i.e., what modifications would be required to convert FAS 943 into a freeway. (Ruttan)

Response:

Traffic volumes are not predicated on this facility becoming part of an I-5 to Milwaukie connection. Whether or not Kruse Way will ever become a freeway is not addressed here since such an action has been officially discouraged (see Clackamas County Comprehensive Plan, page VII-6). Moreover, the Oregon State Highway Division does not have enough staff time to allow every scheme or possibility regarding facility design to be investigated.

Comment:

The statement was vague in the application of PVMTS counts on Kruse Way of 28,000 ADT for 1992. Did these figures depend on the concept of a bridge across the Willamette River? (P. 13 Draft EIS) (Lake Oswego Citizens Group)

Response:

No.

Comment:

Traffic Volumes. We find it difficult to believe that traffic on Boones Ferry Road is likely to decrease as a result of Kruse Way (p. 49). Where is the eastbound traffic (increased by the existence of Kruse Way) going to go when it reaches Boones Ferry Road at the eastern terminus of Kruse Way? It cannot disappear, but must go to increase the already overcrowded conditions on Boones Ferry Road. By building an improved facility into an already crowded road system, we wonder whether the Highway Commission is not simply preparing the way for expanding the road system from Boones Ferry Road to the Willamette River and beyond, thus accomplishing piecemeal what has consistently been rejected as a whole -- the cross-Oswego expressway and new Willamette crossing. This failure to mention the destination of the increased eastbound traffic generated by Kruse Way suggests this possibility. (OEC)

Response:

A detailed evaluation of traffic impacts including a discussion of the distribution of traffic volumes on the street network is contained in the traffic section of this statement.

Comment:

Bonita Road is very likely the only street that will have traffic diverted from it. All others will show an increase resulting from the impact of the new facility. The Mountain Park area, Fosberg Road and Carman Drive will be connectors to this facility; on the southeast it is natural that the traffic will continue to use Waluga Drive, Quarry Road and other connector streets in order to avoid the traffic signals planned for Kruse Way.

Response:

Traffic estimates made by the Oregon State Highway Division and reported in the traffic impact section of the final EIS do not agree with this opinion.

Comments:

> The effect that the approved 35-acre shopping center proposed for Mountain Park will have on FAS 943 traffic and thus on the South Tigard Interchange. (Ruttan)

> Also, the EIS has failed to mention that the Lake Oswego City Council has approved a PUD which includes a shopping center of approximately 34 acres in Mountain Park, which will provide the Lake Oswego area with facilities similar but on a smaller scale to Washington Square. This could have an impact on predicted trips to Washington Square from Lake Oswego. (Lake Oswego Citizens Group)

Response:

The latest available land-use information has been utilized in the traffic analysis reported in the FEIS (see Appendix C).

Comment:

> Clarify what is meant by "new major traffic generators". The local streets referred to should be listed.

Response:

Examples of major traffic generators include large planned unit developments such as the one proposed called "Mountain Meadows" (removed from Clackamas County Comprehensive Plan), commercial shopping centers such as Washington Square, and large centers of employment such as the "Tigard Triangle" area in the vicinity of the South Tigard Interchange. It cannot be predicted whether or not similar generators will become a reality since the decision to approve such development is up to local officials and often the Department of Environmental Quality. Moreover,

there are undoubtedly numerous proposals that are not yet known to the public. Other local streets most significantly affected include those facilities abutting Carman Drive and Lower Boones Ferry Road.

Comment:

> The proposed Clackamas County Comprehensive Plan states on p. 127 that the PVMTS indicated a need for a freeway from the Bonita Interchange to McLoughlin Blvd. The Kruse Way route approximates closely this freeway alignment. We would like answered the question whether or not the computer model test was done to test the effect of Kruse Way on the proposed Johnson-Creek Expressway because it was being anticipated that the Kruse Way "corridor" would be a link in the Lake Oswego Freeway (bypass); if this answer is negative, we would like to know what the purpose was for such a computer study. (Lake Oswego Citizens Group)

Response:

The conditions tested did not assume that the proposed Kruse Way project would eventually serve as a link in the previously proposed Lake Oswego Bypass. The purpose of the initial study was to develop traffic forecasts to be used in the formulation of the 1990 Portland-Vancouver Metropolitan Transportation Study (PVMTS).

Comment:

> A traffic count should also be included of traffic on Galewood Street since it is the direct link between Carman Drive and Boones Ferry Road just as Bonita Road is the direct link between Carman Drive and I-5.

Response:

A 1973 traffic count taken by Clackamas County just west of Lower Boones Ferry Road on Galewood Street was supplied to the State in July of 1974. This count revealed an average daily traffic (ADT) volume of 2,150 on Galewood Street and approximately 9,200 ADT on Lower Boones Ferry Road.

Several additional traffic counts were supplied to the State Highway Division by Clackamas County and were used to adjust computer loadings on the existing system.

Comment:

> You can be assured that I intend to pursue the analysis of the traffic effects to be expected from the connection of FAS 943 as now planned. A definitive written analysis for the FAS 943 files will eventually be delivered to all governmental agencies having responsibilities in this matter when the information required is available. (Martin)

Response:

> This report will be appreciated.

Comment:

> Without such information it is difficult to comprehend the basis of any approval of the connection of FAS 943 to the South Tigard Interchange. This failure to comply with accepted traffic engineering raises serious questions with respect to the accuracy of the entire study. Revisions are being recommended for the South Tigard Interchange if FAS 943 is constructed. There is no mention of whether funding is available for redesigning the South Tigard Interchange or whose responsibility it is to carry out the revisions. (Ruttan)

Response:

Funding will come from State and Federal sources. The Oregon State Highway Division in cooperation with the Federal Highway Administration is responsible for improvements to the interchange.

Comment:

> At no point does the EIS indicate the level of service at the ramp merge and diverge points at I-5. The only traffic figures used are average daily trip (ADT) statistics. (Ruttan)

Response:

This information is reported in the final EIS under "Probable Impact of Project on Environment".

Comment:

It is obvious from the EIS that the preparing agency has no idea of what the definitive effect will be on the South Tigard Interchange. (Ruttan)

Response:

Potential impacts at the South Tigard Interchange are enumerated in the final EIS.

Comment:

The Highway Capacity Manual, 1965, Highway Research Board Special Report 87, in Chapter eight, discusses the techniques for determining the level of service for ramps, factors controlling ramp capacity and computation procedures for ramp junctions.

There are several important factors which relate to design of ramps and to traffic operations in connection therewith. One such factor is consideration of peak-period volumes (others include weaving between ramps and the design of the entrance and exit terminals of ramps). (Ruttan)

Response:

Comment noted.

Comment:

As stated earlier, computational procedures set forth in the Highway Capacity Manual should be followed to determine future levels of service for I-5. The maximum rate at which a given traffic-flow element can service traffic is a unique, stable property. In the case of the South Tigard Interchange the Highway Division's estimates, even as inadequate as they appear to be, indicate flows near maximum in 1993. (Ruttan)

Response:

Comment noted.

Comment:

Since it has been established that the State has not conducted the traffic counting compilation that the Highway Capacity Manual and/or the Traffic Engineers Handbook suggests their analysis is suspect.

Response:

Traffic counts were received after the publication of the DEIS and therefore were not utilized to report any calculations. The count did reveal a peak-hour factor of 0.87. Capacity calculations at the intersections incorporated a peak-hour factor of .90. This relationship shows that even though our counts were taken on an hourly basis, the use of the peak-hour factor accurately accounts for high peak periods within the hour.

Comment:

> Mr. Hanks was sent a copy of our August 20, 1973, 3:33 P.M. to 6:33 P.M., one-minute interval, north to west traffic count of the existing loop in graph form, along with the same information graphed at three-minute intervals. (See Exhibit A) Subsequent conversations suggest the information has not been used. PL 91-190, S205(2) states that statistical information supplied by individuals should be utilized to its fullest extent. (Ruttan)

Response:

This count seemed to be reasonable and accurate enough to be taken in good faith. It is somewhat comparable to an August 1972 count of 506 taken by State personnel, although the one-year increase is greater than would be expected at most locations. The information supplied, by itself, can only be used to determine a present day peak-hour factor. If a 24-hour count is also taken at the same location, then the peak-hour percent can also be derived. This is not the case. The information was used to check the peak-hour factor (PHF):

$$\text{P.H.F.} = \frac{\text{Peak-hour count}}{\text{4 Times the peak 15 min. count}} = \frac{620}{4 \times 179} = 0.87$$

For all intersections and other capacity analyses made at the interchange, a P.H.F. of 0.90 was used by State personnel; this compares quite favorably with the 0.87.

Comment:

We feel there are serious questions as to the State Highway Division's prediction that the afternoon, peak-hour, North I-5 to West Highway 217 traffic flow during the next 20 years will only increase by 355 vehicles.

The only way that this can be justified, logically, is on the assumption that the use of vehicles will be drastically curtailed in suburban areas and/or that other roads will be built which will reduce this traffic movement. Such justification is not discussed in the EIS. (Ruttan)

Response:

Peak-hour traffic on the northbound I-5 to West Highway 217 loop ramp is expected to increase by approximately 880 vehicles (1994). This figure was derived from the latest data on population and employment in the Tigard-Lake Oswego area.

12. SUGGESTED ALTERNATIVES

Comment:

From the statistics you have gathered, it is apparent that some relief is needed for the two overworked collectors -- Bonita and Bangy roads. A more direct route to I-5, 217, which would channel traffic away from residential areas, is indicated. However, a road the size of Kruse Way with its cut-and-fill design, 68' width, and 150' and 120' rights-of-way, seems justifiable only if the study area becomes very densely populated. As you have said yourselves, Kruse Way will primarily serve local, not through traffic. If zoning in Clackamas County and Lake Oswego stays more nearly as it is now, will such a large road be necessary? (LWV)

Response:

Traffic forecasts developed on the basis of the latest available land-use planning data indicates a definite need for the Kruse Way facility (see "Traffic" under "Probable Impact of Project on the Environment").

Comment:

> The draft statement is not adequate because of its lack of study of any alternate routes or solutions except a "no-build". We request that such studies now be included within the final impact statement. Any contemplation of further enlargement of roads to freeways in the area should be abandoned and other alternatives to the East-West traffic problem be explored. We believe this to be of concern especially to our members who live in the Lake Oswego area. (TCNP)

Response:

A discussion of an alternate corridor investigated for the possible alignment of the Kruse Way route is found under "Alternatives and Reasons for Project Selection" in the final EIS; other comments are noted.

Comment:

> If this is definitely a local facility serving traffic with an origin or destination within two miles (as stated in the EIS (p. 39), the road is overdesigned, involving large sections of cut-and-fill, rights-of-way up to 150 feet in width (p. 12). Arterial design standards (p. 10 EIS) adopted by Clackamas County would allow for a much simpler project than this one proposed as FAS 943, if the purpose is purely local access. (Core)

Response:

The Kruse Way facility is designed to accommodate forecasted traffic volumes through 1994 at no less than level of service "D" which provides for volumes approaching unstable flow with tolerable delays. The arterial design standards adopted by Clackamas County establish minimum standards which would allow for a smaller scale facility. However, such a facility would not handle traffic volumes as efficiently as the proposed project.

13. MISCELLANEOUS

Comment:

(2) In addition to the purposes of the proposed project" listed, available data shows that another likely purpose of this road is to serve as the first link in the proposed Lake Oswego Bypass. This should be included. The impact of such a facility would require a new impact study to be done of the whole Oswego-Milwaukie-Oak Grove area. Also under (2), "to reduce traffic on Bonita Road and other local streets"---; as this is written, one might conjecture that Bonita Road is another local street. It should not be categorized as such since it has been the main route from Lake Oswego to Tigard, Beaverton and points west. (Ruttan)

Response:

The proposal is not officially intended to serve as a segment of the now defunct Lake Oswego Bypass concept. See page VII-6 of the Clackamas County Comprehensive Plan where the following statement is made:

Lake Oswego Freeway - The Portland-Vancouver Metropolitan Transportation Study has indicated a need for a freeway from the Bonita Interchange on Interstate 5 through Lake Oswego and across the Willamette to McLoughlin Boulevard. It is not practical for a freeway to discharge traffic onto a road which is constructed to a lower standard and which is not planned for improvement to equal design. This facility should not be built.

Kruse Way is intended to replace Bonita Road in the capacity it now serves.

Comment:

Inclusion of census Area 5 appears to be unnecessary. (Lake Oswego Citizens Group)

Response:

Comment noted.

Comment:

The omission of the area immediately to the west of this project (307) from the EIS study area is not consistent with the inclusion of extensive areas of Lake Oswego (201, 202, 204) and areas adjacent to West Linn (205). (CRAG)

Response:

This information has been included in the final statement.

APPENDIX A

AIR QUALITY

List of Assumptions Used in Study

1. Federal vehicle emissions standards will not be further delayed. The federal emissions standards are exhaust emission standards that are due to be implemented by 1974.

2. The Department of Environmental Quality will implement a vehicle inspection program in the Portland area in 1975. The purpose of the vehicle inspection program is to assure that new cars maintain original emission level due to proper tuning and servicing. If the inspection program is not implemented, the pollutant concentration predicted in the air quality study may be higher.

3. Vehicle emissions in 1992 will not vary with vehicle speed. The use of catalysts in 1975 and newer vehicles in 1992 will result in vehicle exhaust emissions that do not vary with speed. Different engine designs such as the stratified charge engine, have shown considerable promise, both in gasoline efficiency and reduced emissions. However, it is impossible to predict the magnitude of future use of such engines or the future delays in emission standards which may result from economic and energy conservation proposals.

Air Quality Analysis Methodology

A typical air quality analysis is conducted as follows:

1. All available ambient air quality and meteorological data useful to the study are obtained and summarized.

2. An estimate of the projected total emissions (tons per year) of carbon monoxide, hydrocarbons, nitrogen oxides, and suspended particulates are made for the entire study area.

3. Regional air quality impacts are evaluated by comparing the amount of pollutants generated by the proposed project and alternative proposals with those generated by the no-build alternative. Any increase in emissions of a build alternative over the no-build alternative is considered an adverse impact.

3. The engineering and meteorological aspects of the project are evaluated. This includes the analysis of the project cross section, grade, and alignment for use in diffusion modeling. Also, factors affecting micrometeorology--such as topography, land use and closeness to large bodies of water--are analyzed.

5. If predicted traffic is of sufficient magnitude that violation of ambient air quality standards is probable, a survey is made of existing pollutant levels and wind pattern. Such surveys may continue for several months.

6. Mathematical predictions of pollutant concentrations are made using the computer programs EXPLOR and NEXUS, developed by Systems, Science and Software, Inc. Full discussions of these programs are available in their publications SSS-R-73-1982 (footnote 3) and SSS-P-73-1601 (footnote 4).

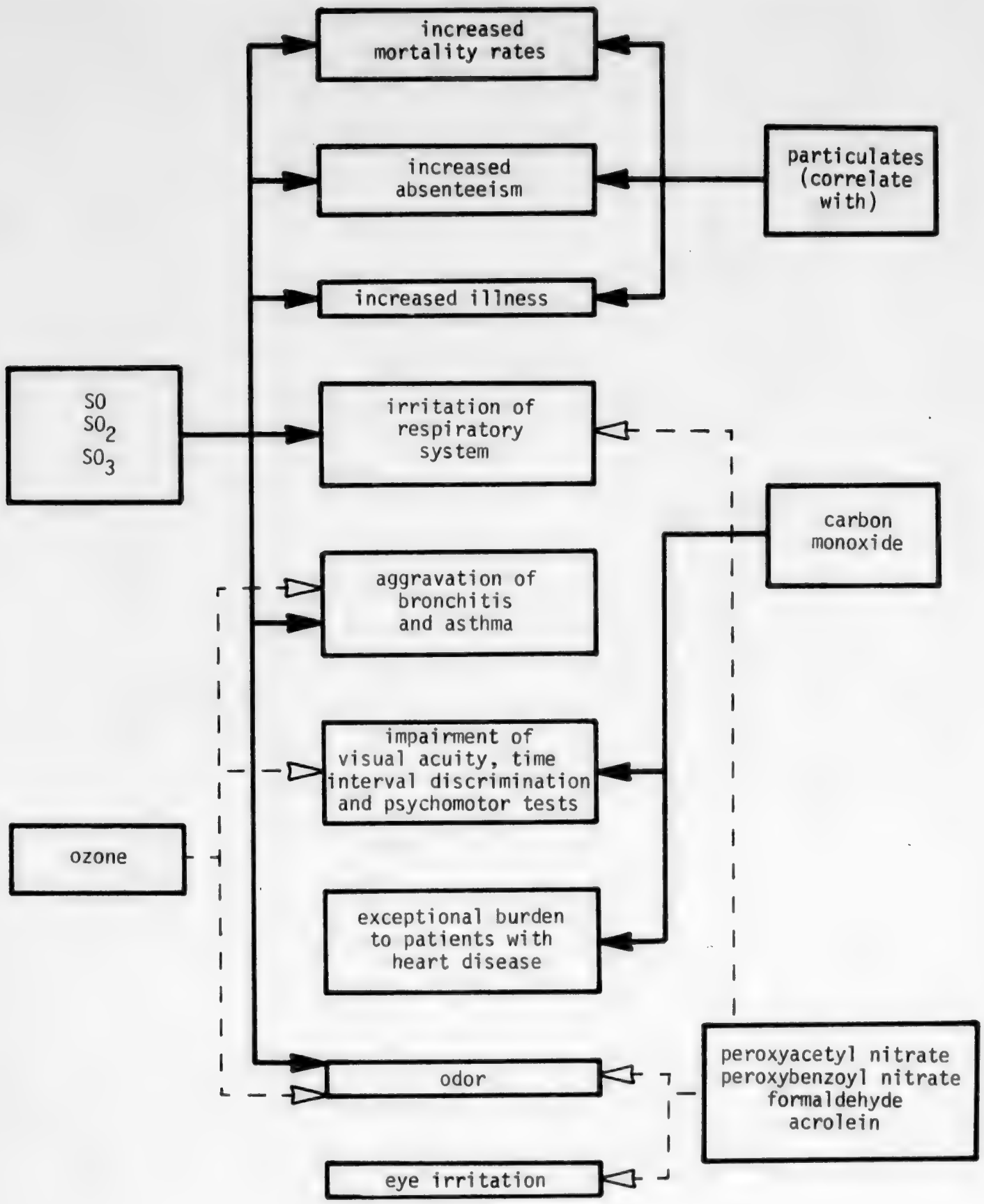
7. The predicted pollutant concentrations are compared to measured levels or to ambient standards, whichever are lower. The air quality impacts are determined. Pollutant concentrations that are in excess of the level selected for comparison are considered adverse.

Some Biological Effects

The typical health and biological effects expected from ambient concentrations of automotive air pollutants are summarized in the following two charts.

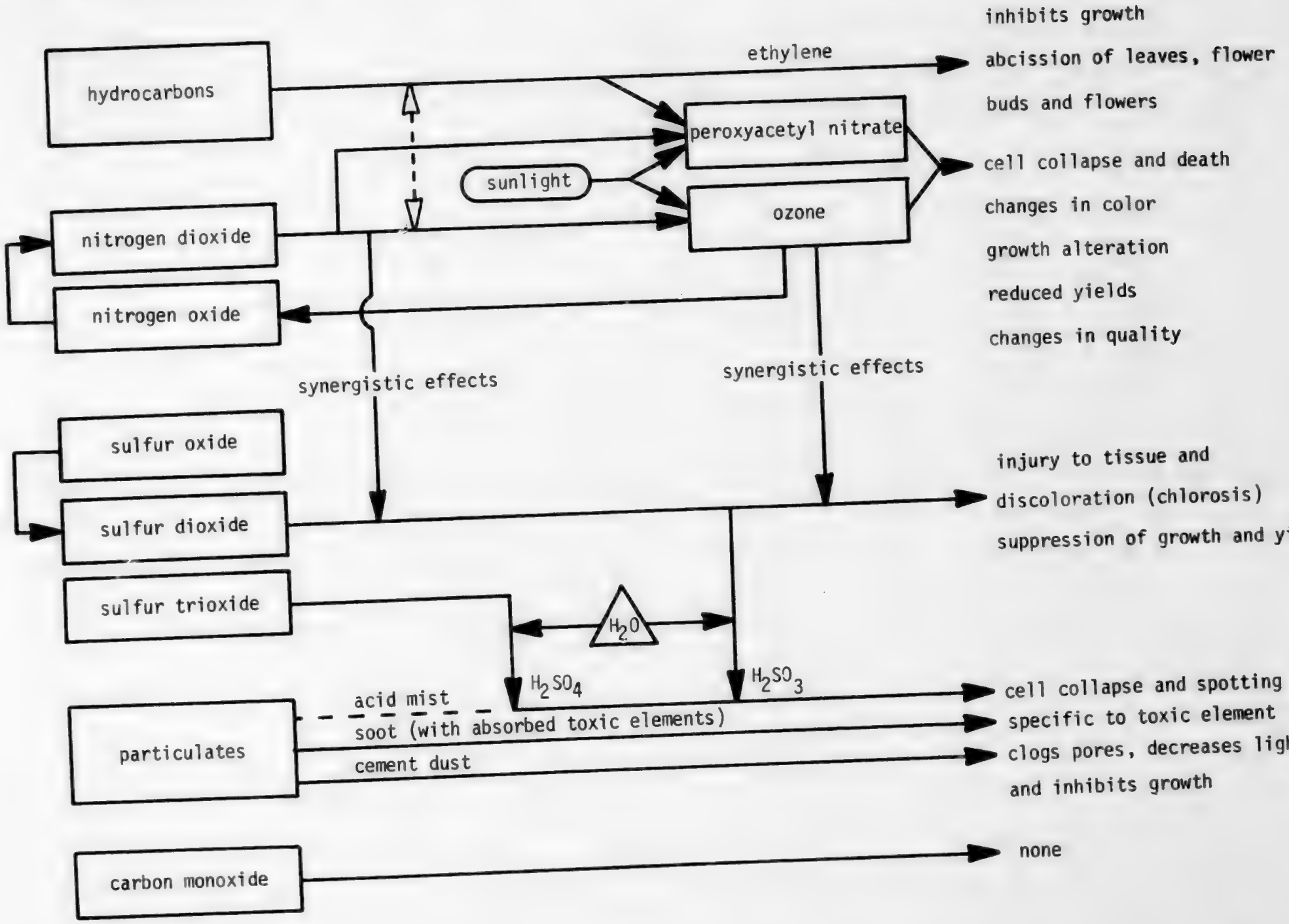
FIGURE

EFFECTS OF URBAN AIR POLLUTION ON MAN



FIGURE

EFFECTS OF URBAN AIR POLLUTION ON PLANTS



Mathematical Equations

Total Emissions

$$TE = SVF \times TL \times ADT \times (C_2 \times SAF \times EFCAR \times (1\text{-}PCTRK) + C_1 \times PCTRK \times EFTRK)$$

where:

TE = total pollutant emissions (tons/year)

SVF = seasonal variation factor

TL = trip length (mi.)

ADT = average daily traffic (vehicles/day)

SAF = emission factor speed adjustment factor

EFCAR = vehicle emission factor (g/veh mi.)

PCTRK = daily volume of trucks as percent of ADT

EFTRK = truck emission factor (lbs./10^3 gal. fuel)

C_1 & C_2 = constants

At truck mix 6%, speed 35 mph, year 1976. Emission factor for CO = 38.40; emission factor for NOx = 6.59. Therefore, we can predict that at any instant NOx concentrations from a roadway source exclusive of any background concentration, would be directly proportional to the CO concentrations in the ratio of the emission factors.

$$NOx = CO \frac{\text{NOx Emission factor}}{\text{CO Emission factor}} = CO \frac{6.59}{38.40}$$

We are prediction NOx annual average concentrations from worst case 8 hour CO concentrations, so we need a conversion from 8 hour worst case to annual average. We assume that annual average meteorological conditions are wind speed 7 mph, pasquil stability Class D.

Systems, Science and Software Company's publication SSS-P-73-1601, "The S^3 EXPLOR Code" includes a sensitivity analysis of their validated computer mode EXPLOR for changes in wind speed and stability class. From this analysis we get the following ratios of concentrations:

$$\frac{\text{Concentration @ 7 mph}}{\text{Concentration @ 1 mph}} = \frac{4}{32} = \frac{1}{8} \quad \text{on the roadway}$$

$$\frac{\text{Concentration @ 7 mph}}{\text{Concentration @ 1 mph}} = \frac{2}{12} = \frac{1}{6} \quad \text{300 feet downwind}$$

$$\frac{\text{Concentration @ D stability}}{\text{Concentration @ F stability}} = \frac{7}{21} = \frac{1}{3} \quad \text{on the roadway}$$

$$\frac{\text{Concentration @ D stability}}{\text{Concentration @ F stability}} = \frac{4}{16} = \frac{1}{4} \quad \text{300 feet downwind}$$

Combining the above factors to find the effect of both changes together.

$$\frac{\text{Annual Average Concentration}}{\text{8 hour worst case Concentration}} = \frac{(1)(1)}{(8)(3)} = \frac{1}{24} \quad \text{combined effect at roadway}$$

$$\frac{(1)(1)}{(6)(4)} = \frac{1}{24} \quad \text{combined effect 300 feet downwind}$$

$$\frac{\text{7 mph F stability}}{\text{1 mph D stability}} = \frac{1}{24}$$

One more factor must be considered. Our CO prediction were made using peak 8-hour traffic. We need average traffic, so we develop another ratio:

1 hour of peak 8 hours = 6% of ADT

1 daily average hour = 4.2% (or $\frac{1}{24}$) of ADT

traffic ratio, $\frac{\text{Annual}}{\text{8 hour}} = \frac{4.2}{6} = .7$

Combining all the factors and conventing from milligrams to micrograms.

$$\frac{\text{Annual average NOx concentration}}{\text{CO 8-hour worst case concentration}} = \left(\frac{6.59}{38.4}\right)\left(\frac{1}{24}\right)(.7)\left(\frac{1000 \text{ ug.}}{1 \text{ mg.}}\right) = 5.01$$

In short, NOx annual average concentrations in micrograms per cubic meter = 5.01 times the CO worst case 8-hour concentrations in milligrams per cubic meter that we have predicted.

APPENDIX B

METHODOLOGY OF NOISE STUDIES

Sound Measurement

Sound level meters have built-in weighting networks which are used to simulate human hearing perception. The A weighting network (Figure 1) is used for most sound measurements because it was designed to approximate the normal hearing threshold curve for yound adults and has been found to correlate well with subjective response. The B and C networks were originally intended for use in measuring sounds of high intensity, but are seldom used today. Sound level requirements are given in dB"A" to indicate use of the A weighting network.

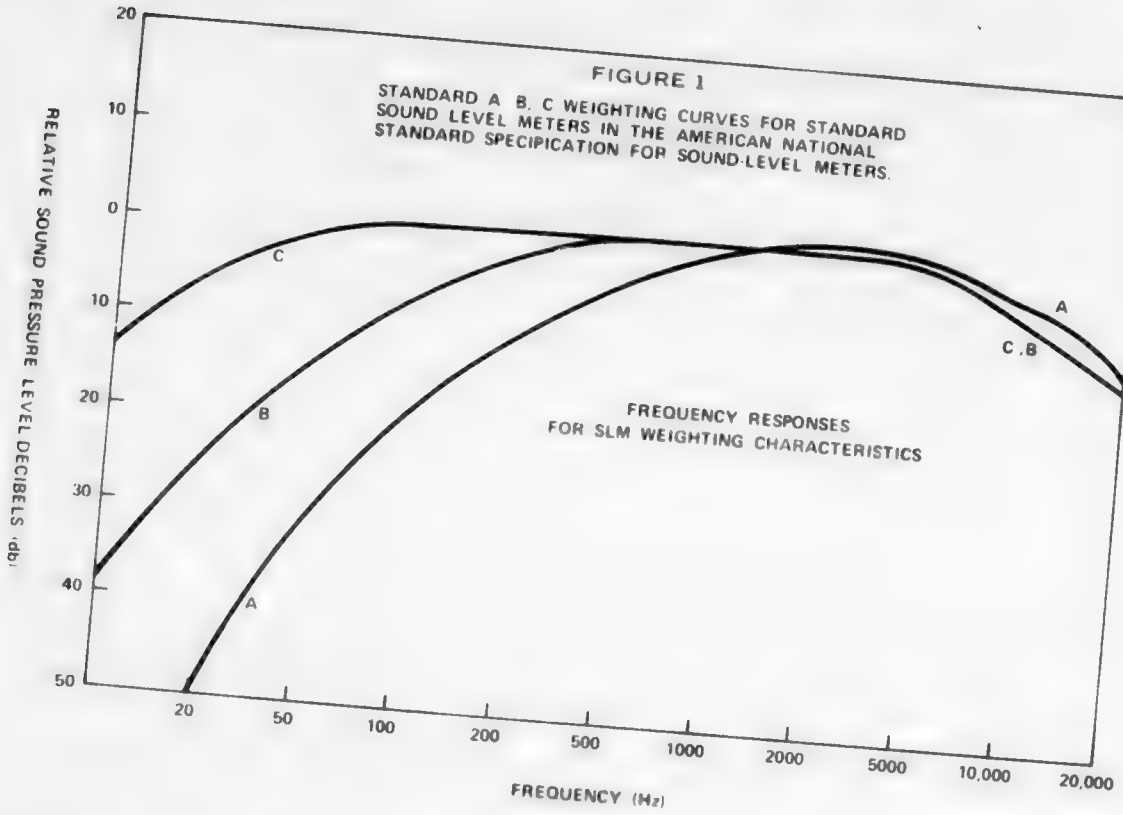


FIGURE 1
STANDARD A, B, C WEIGHTING CURVES FOR STANDARD SOUND LEVEL METERS IN THE AMERICAN NATIONAL STANDARD SPECIPICATION FOR SOUND-LEVEL METERS.

FREQUENCY RESPONSES
FOR SLM WEIGHTING CHARACTERISTICS

Loudness

Because sound pressure levels are derived using logarithms, a doubling of sound intensity always results in a 3 dBA increase in sound level.[1] A ten-decibel increase, however, is required before a doubling of loudness is perceived. Thus, assuming constant speed, a doubling of traffic volume on a given street will, theoretically, result in a 3dBA increase in sound level, a change which would be barely noticeable.

Conversely, directing half the traffic volume from a heavily-traveled street onto a less well-traveled street will lower the noise level on the first street by only 3 dBA, while increasing the noise level on the second street substantially.

Figure 2, on the next page, may be used to gauge the relative loudness of sounds discussed in this document.

---

[1]The decibel is defined as ten times the logarithm of the ratio of sound intensity to that of a standard reference intensity.

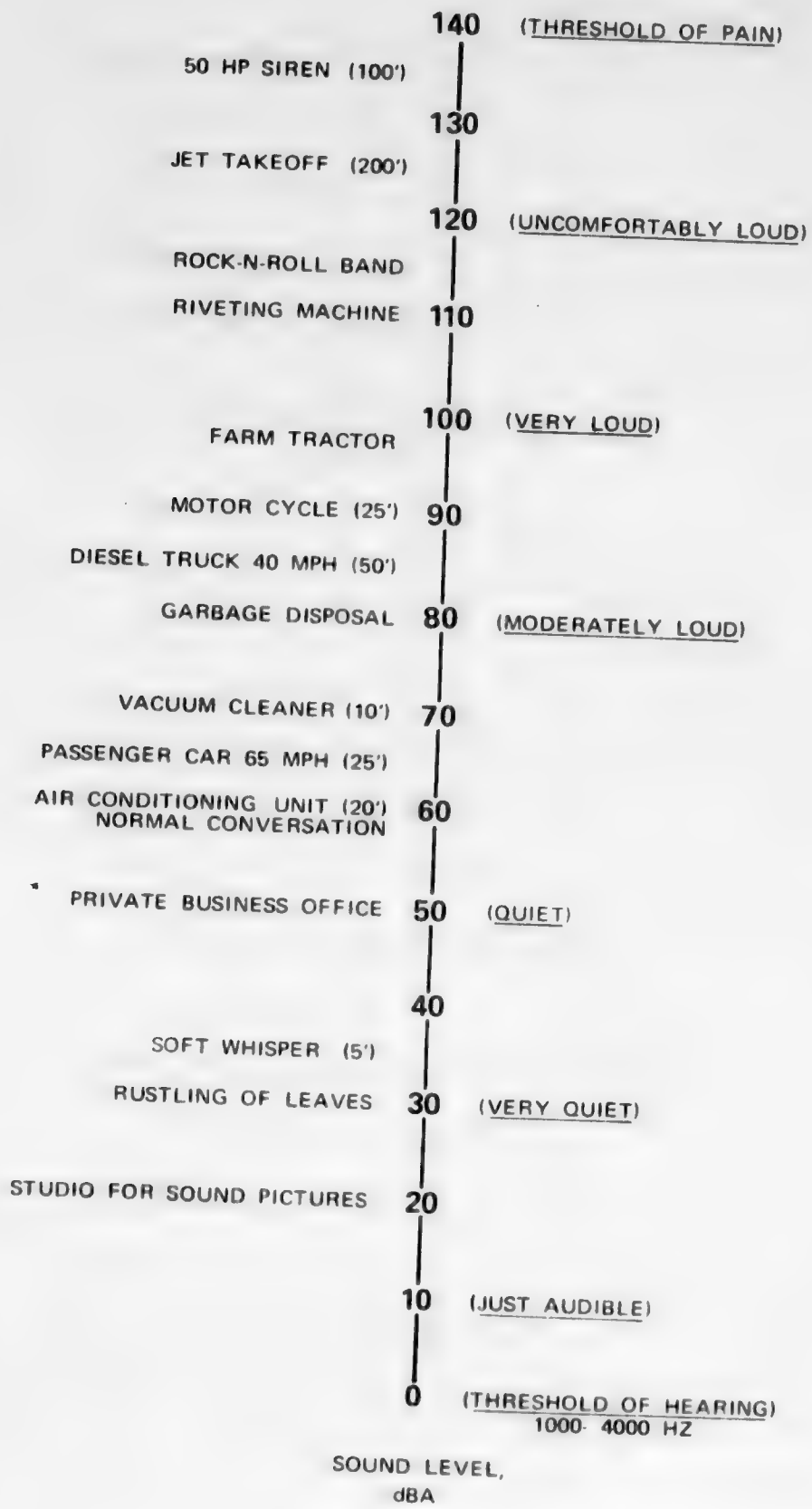
$$dB = 10 \text{ LOG } \frac{\text{SOUND INTENSITY}}{\text{STANDARD REFERENCE INTENSITY}}$$

To combine decibels, sound intensities must be added and the logarithm of the sum taken. For two equal sources, the sound level increase is:

$$dB = 10 \text{ LOG } (2) = 3.0103$$

FIGURE 2

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS

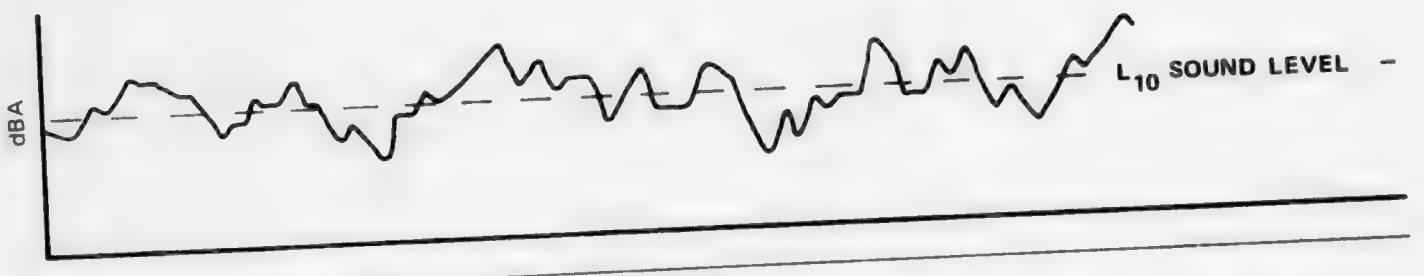


Traffic Noise Parameters

Since traffic noises fluctuate through time, they cannot be described by a simple dBA measurement, as would be used for steady noises. Instead, statistical descriptions are used to show the percentage of time a given sound level is exceeded.

The sketch below represents noise level as a function of time as it might occur beside a highway. A dotted line has been drawn through the data to show the sound level that is exceeded 10 percent of the time. This level is called the L_{10} sound level and is an indicator of the maximum sound level during a given time interval. The L_{10} sound level is

NOISE FLUCTUATIONS ON A TYPICAL DAY
FIGURE 3



largely influenced by the number and speed of trucks and is used in the FHWA guideline to estimate noise impact on land use sites.

The sound levels exceeded 50 and 90 percent of the time are called the L_{50} and L_{90} sound levels, respectively. A reasonably reliable description of the urban noise environment can be given by stating these statistical levels over a specified portion of the day.

The Federal Highway Administration has developed guidelines for five categories of land use, based on sensitivity to noise. This table, presented on the next page, shows the design L_{10} noise level. When preliminary analysis shows these standards will be exceeded, exemptions must be sought from the Federal Highway Administration.

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION NOISE GUIDELINES

Land Use Category	Design Noise Level - L_{10}	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quite.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5A(5) and (6), this PPM.
E	55 dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: U. S. Dept. of Transportation, Federal Highway Administration, PPM 90-2, Noise Standards and Procedures, (Transmittal 229, Feb. 8, 1973).

APPENDIX C

TRAFFIC ANALYSIS METHODOLOGY

Introduction

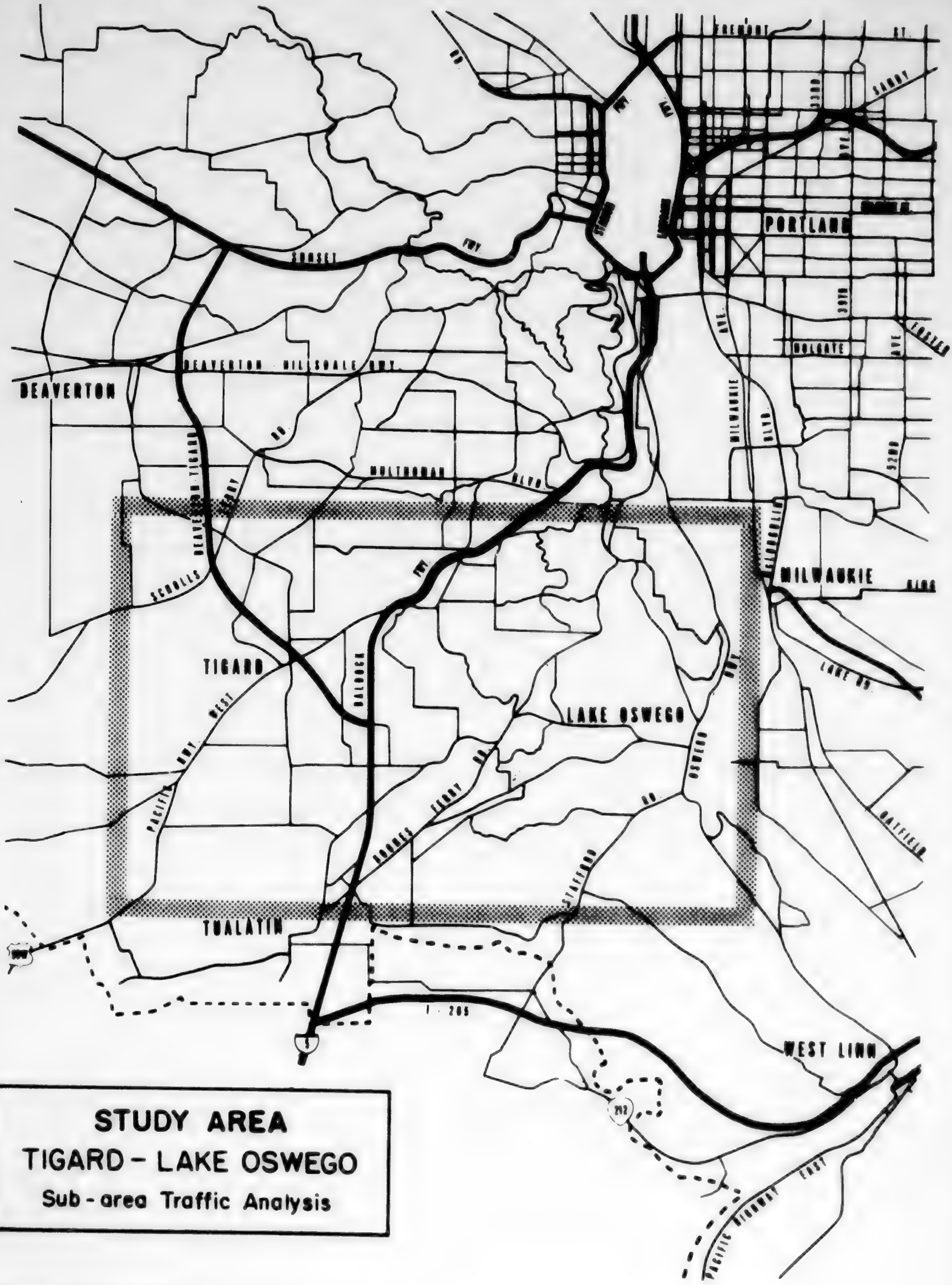
A number of highway projects have been proposed for the Tigard-Lake Oswego (TLO) area, (see delineation of study area on following page) major projects include:

1. Widening of Interstate 5 between Capitol Highway and the South Tigard Interchange to 6 lanes.
2. Kruse Way (as proposed)
3. Kerr Road (4 laning)
4. Jefferson Parkway (4 laning)
5. Haines Road Extension
6. 68th Avenue (Haines Road to 72nd Avenue)
7. Full diamond interchange at 72nd Avenue and the Beaverton-Tigard Highway
8. West Portland Park and Ride

In order to analyze the existing and future traffic impacts of these various projects, it was determined that a detailed subarea traffic system be developed. Computer traffic assignments could then be made for various combinations of these project proposals. It was decided to develop future vehicle trip tables from updated land use information. The existing vehicle trip tables developed on the basis of planning data projections developed by Wilber Smith in 1968 have therefore been replaced.[1] The principal reasons for revising trip tables from the Wilber Smith study include:

1. Land use, population, and employment projections are outdated.
2. Criticism of analysis based on Wilbur Smith projections was received on the EIS draft for Kruse Way. These criticisms were difficult to refute.
3. Minimal trip diversion to transit mode was assumed.
4. The Columbia Region Association of Governments (CRAG) and local planning agencies would have difficulty accepting Wilbur Smith projections without making extensive revisions.

[1] Planning Analysis and Projections; Portland-Vancouver Metropolitan Transportation Study (Wilbur Smith and Associates, July, 1968).


PORTLAND
BEAVERTON
BEAVERTON - HILLSDALE HWY.
MILWAUKIE
TIGARD
LAKE OSWEGO
TUALATIN
WEST LINN
I - 205
STUDY AREA
TIGARD - LAKE OSWEGO
Sub - area Traffic Analysis

The new traffic study has been entitled: "Tigard-Lake Oswego Sub-Area Analysis" (TLOSA).

Revised Population and Employment Forecasts: TLOSA

The Columbia Region Association of Governments (CRAG) compiled much of the initial information required for the TLOSA. Steps taken by CRAG include the following[2]:

1. Uniquely identifying the subzones by appending an "a, b, c or d" to the original traffic zone number.
2. Determining which jurisdictions were responsible for each zone.
3. Allocating 1970 population to the subzone level from U. S. Census block statistics.
   a. Blocks wholly contained in a subzone were identified and their populations summed.
   b. Blocks split between two subzones were identified and their populations were apportioned to the appropriate subzone on the basis of the ratio of housing units in each portion of the block.
   c. The sum of the population from the whole split resulted in the 1970 population for subzones.
4. Allocating 1970 employment by place of work to the subzone level from the FHWA and Census Bureau employment data and CRAG land use maps.
   a. The type of employment in each traffic zone was compared with the land use map to determine the employment locations.
   b. The total 1970 employment was distributed amongst subzones on the basis of propotions of specific types of employment.
5. Establishing a table with the following data: 1) zone number, 2) jurisdiction(s), 3) 1970 population, 4) 1990 population forecast from the Governor's Task Force Study, plus column's for revised 1990 population and employment estimates. This table was sent to each jurisdiction within the study area.

In addition, the local jurisdictions were asked to evaluate the 1990 population and employment forecasts and revise the forecasts according to knowledge of the study area. The revised forecasts were presented at a CRAG meeting on July 11, 1974. The jurisdictions represented included

[2] Submitted to the Oregon Department of Transportation by the Columbia Region Association of Governments, July 26, 1974.

Tigard, Lake Oswego, Portland, Washington County, Clackamas County and Multnomah County, and CRAG. At this meeting, concerns were expressed as to the need for more information from the Oregon Department of Transportation concerning the nature of this project. To meet this need another meeting was set for July 23, 1974.

CRAG took the revised forecasts and compared them with the Radial Corridors concept.[3] When the jurisdictions' forecasts didn't fall within the density ranges prescribed by the Plan, the forecasts were readjusted to meet the plan. These revisions were checked with the jurisdictions. If there were sound reasons for the jurisdictions' forecast, the plan was revised, otherwise CRAG forecasts remained.

The CRAG revised forecasts were presented at final meeting on July 23, 1974. Those in attendance included Lake Oswego, Tigard, Beaverton, Clackamas County, Multnomah County, Oregon Department of Transportation and CRAG. At this time ODOT explained the project in detail, explaining the implications for the local jurisdictions. The local jurisdictions made minor corrections to the revised forecasts. The data was finalized and approved by all those attending.

CRAG made new tables of the data which included the new zone numbers. This data was sent to Oregon DOT on July 26, 1974, and final copies were sent to the local jurisdictions on July 29, 1974.

Future Traffic Development

The Tigard-Lake Oswego study area was established as a subarea of the expanded Portland-Vancouver Metropolitan Area Transporation Study (P-VMATS) for traffic development.

[3]Columbia Region Association of Governments, Planning in the CRAG Region: The Second Step, (July, 1973), p. 146.

Zones - The 738 zones in the expanded P-VMATS was used as the base for the traffic assignment zones for the TLO study. Within the TLO area, the P-VMATS zones were divided into subzones to provide for better traffic assignment to the street network; nearby zones were left unchanged. Those further away from the study area were combined into the super-zones used in the CRAG sketch planning analyses. These changes resulted in 51 external stations and 179 internal zones for traffic assignment purposes.

Street Network - The base street network for this study was the 1970 existing street network developed for the expanded P-VMATS. This base network was used in the assignment of traffic to the "no-build" alternative; street additions were made to the base network to evaluate traffic impacts of two additional alternatives. These alternatives were: 1) Add Kruse Way only, and 2) Kruse Way plus Jefferson Parkway, Haines Road extension, et al. (see introduction).

Trip Tables - A 1970 vehicle trip table for this study was initially established by expanding and compressing the 1970 trip ends for the 738 P-VMATS zones into 230 TLO zones. The 1970 P-VMATS vehicle trip ends were based on 1970 socio-economic data provided by CRAG. These data were obtained in part from the 1970 U. S. Census.

The 1970 TLO trip ends were distributed on the 1970 street network and compared to 1970 ground counts. Adjustments to the street network were made where necessary in order to make the computer loadings compatible with the ground counts. This process was repeated until a satisfactory network simulation and 1970 trip tables were computed.

For the same zone system, a 1990 vehicle trip table was created. Steps taken are as follows:

1. Population and employment forecasts for 1990 were provided by CRAG and the local jurisdictions for the TLO zones. These forecasts were based on a review and adjustment of the forecasts developed during the Governor's Task Force work. The land use concept for these forecasts was CRAG's "radial corridor" plan.

2. Population and employment growth factors were calculated for each TLO zone.

3. For each zone, 1990 trip attractions and trip productions by trip purpose were calculated using the general formula:

   $Ti(1990) = [Ti(1970) - KZ]\ GF + KZ$, where

   T = trip attractions or productions by purpose
   K = 1970 trip generation equation constant
   Z = number of zones in each super-zone, equal to 1 for zones and subzone

These steps resulted in a 1990 vehicle trip ends that assumed no change in transit ridership from present levels. In order to evaluate the effect an increased level of transit ridership would have on vehicle travel in 1990, a second 1990 vehicle trip table was developed. The steps undertaken were as follows:

1. Tri-Met supplied ODOT with modal splits for trip interchanges in 1990 between all pairs of the 46 super-zones. These modal splits were based on work done by Cambridge Systematics.

2. These modal split values were initially used to develop factors for modifying the previously established 1990 vehicle trip table. The factors and initial trip table were inputs to the FHWA computer program TRPMOD. Output would be a revised 1990 vehicle trip table assuming high level transit ridership. At this writing, no output has been obtained because of computer system problems.

3. Another approach was then tried using the computer program TRPTAB to create this second trip table. A new trip table was coded that was equivalent to the modal split factors. It was then multiplied by the initial 1990 trip table to create a "high transit" vehicle trip table. To minimize the coding tasks, the initial trip table matrix was compressed to 46 super-zones. After the multiplication step, it was expanded back to the original zone matrix.

Summary

From this process, there were created for TLO:

1. 1970 vehicle trip ends.

2. 1990 vehicle trip ends assuming no change in transit ridership ("low level transit").

   By use of the gravity model calibrated for P-VMATS, trip tables could be developed for any proposed street network system.

3. 1990 vehicle trip table for the committed street network assuming an increase in transit ridership ("high level transit").

The results of the Tigard-Lake Oswego Subarea (TLOSA) traffic analysis as applied to the proposed Kruse Way project are summarized in three tables that follow. All reported traffic volumes were calculated under the assumption of a "low" level of transit ridership (basically similar to the percentage of bus ridership and transit options in the Portland Metropolitan area today). In addition, the predicted traffic volumes for the "with" and "without" Kruse Way alternatives assume that the interchange of S. W. 72nd Street and the Beaverton-Tigard Expressway is reconstructed to a full diamond and that the widening of the Capitol Highway section of I-5 is completed in the near term.

Achieving traffic predictions under the "high" level of transit service alternative was complicated due to computer programing difficulties; reliable forecasts are not immediately forthcoming. One computer output, however, did show trip reductions ranging from 5 to 15% as a result of high transit ridership. It is noteworthy that even if a 15% reduction in auto-trips can be effected, there still exists a strong need for Kruse Way to accommodate auto-oriented trip desires.

Table

KRUSE WAY
SUMMARY OF VOLUMES ON
VARIOUS FACILITIES IN TLOSS

Route	Section	Capacity @ Service Level "D"	1974 Volumes 4/			1994 Volumes		
			Without Kruse Way	With Kruse Way	All Facilities	Without Kruse Way	With Kruse Way	All Facilities
I-5	Upper Boones Ferry to South Tigard	4 lanes - 54,000 6 lanes - 82,000	50,200	50,200	49,600	87,000 1/	86,500 1/	84,400 1/
	South Tigard to Haines Interchange	4 lanes - 50,000 6 lanes - 74,000	40,800	42,600	42,400	65,400 1/	67,600 1/	68,400 1/
	Haines Interchange to North Tigard	4 lanes - 56,000 6 lanes - 85,000	41,600	41,900	41,600	73,200 1/	74,800 1/	74,300 1/
	Southbound on-Ramp and Northbound Off-Ramp @ South Tigard		7,000	6,400	6,400	16,500 3/	16,500 3/	16,500 3/
Beaverton-Tigard Expressway	I-5 to 72nd Ave.	4 lanes - 54,000	19,800	23,600	21,000	49,600	58,800 2/	55,000 2/
	72nd Avenue to Pacific Hwy. West	4 lanes - 54,000	17,400	20,700	20,500	40,600	47,400	51,400
Bangy Rd.	Bonita Road to I-5	2 lanes - 8,700	5,600	3,200	2,400	18,000 2/	7,200	5,400
Bonita Rd.	Bangy Rd. to Carmen Rd.	2 lanes - 6,600	4,400	2,000	2,000	16,400 2/	4,800	4,800

1/ Requires six-lanes.
2/ Exceeds "D" Level capacity.
3/ Volume assigned reflects capacity limitation.
4/ Assumes Kruse Way and all other facilities are operational in 1974.

Table (cont.)

KRUSE WAY
SUMMARY OF VOLUMES ON
VARIOUS FACILITIES IN TLOSS

Route	Section	Capacity @ Service Level "D"	1974 Volumes			1994 Volumes		
			Without Kruse Way	With Kruse Way	All Facilities	Without Kruse Way	With Kruse Way	All Facilities
Carmen Rd.	Lower Boones Ferry to Fosberg Rd.	2 lanes - 9,000	2,400	800	800	11,400[2/]	4,800	4,800
	Fosberg Rd. to Kruse Way	2 lanes - 9,000	2,200	800	800	12,400[2/]	10,200[2/]	10,200[2/]
	Kruse Way to Bonita Rd.	2 lanes - 9,000	2,200	2,800	2,600	12,200[2/]	10,600[2/]	10,600[2/]
	Bonita Rd. to I-5	2 lanes - 9,000	3,500	2,700	2,700	13,100[2/]	12,400[2/]	12,400[2/]
Waluga Drive	Boones Ferry Road to Carmen Rd.	2 lanes - 5,000	2,600	1,600	1,600	9,400[2/]	4,200	4,200
Lower Boones Ferry Road	I-5 to Bryant Road	2 lanes - 10,300	6,400	6,000	6,000	16,000[2/]	13,200[2/]	12,500[2/]
	Bryant Rd. to Kruse Way	4 lanes - 23,000	9,400	10,600	10,400	17,200	17,500	16,800
	Kruse Way to Carmen Road	4 lanes - 23,000	9,400	10,800	9,500	17,200	27,800[2/]	22,400
	Carmen Rd. to Kerr Rd.	4 lanes - 23,000	9,800	10,800	9,900	27,800[2/]	31,400[2/]	25,800[2/]

2/ Exceeds "D" Level capacity.

Table (cont.)

KRUSE WAY
SUMMARY OF VOLUMES ON
VARIOUS FACILITIES IN TLOSS

Route	Section	Capacity @ Service Level "D"	1974 Volumes Without Kruse Way	1974 Volumes With Kruse Way	1974 Volumes All Facilities	1994 Volumes Without Kruse Way	1994 Volumes With Kruse Way	1994 Volumes All Facilities
Country Club Road	Lower Boones Ferry to Goodall Road	4 lanes - 30,000	10,200	11,500	11,900	18,200	20,200	20,400
Kerr Road	Boones Ferry Road to Touch Stone	2 lanes - 8,000 4 lanes - 21,500	4,400	4,600	4,800	17,200[3/]	20,200[3/]	16,000[3/]
	Touch Stone to Jefferson Parkway	2 lanes - 8,000 4 lanes - 21,500	4,200	3,600	4,700	19,200[3/]	17,600[3/]	20,800[3/]
	Jefferson Parkway to P.C.C.	2 lanes - 8,000 4 lanes - 21,500	4,900	4,400	4,000	20,400[3/]	17,700[3/]	15,100[3/]
	P.C.C. to Capitol Hwy.	4 lanes - 23,000	10,800	10,400	9,700	34,500[2/]	30,900[2/]	27,000[2/]
Fosberg Rd.	Carmen Rd. to Jefferson Parkway	2 lanes - 7,000	700	400	400	8,000[2/]	3,600	3,600
Lesser Road	Jefferson Parkway to Haines Road	2 lanes - 6,500	900	600	2,700	8,000[2/]	3,600	13,800[2/]
	Haines Road to Capitol Highway	2 lanes - 6,500	3,400	3,300	2,000	7,000[2/]	7,000[2/]	4,000
Haines Road	Lesser Road to I-5	2 lanes - 6,100	2,100	2,000	6,200	14,000[2/]	9,500[2/]	23,000

2/ Exceeds "D" Level capacity.
3/ Requires four lanes.

LEVELS OF SERVICE ON FREEWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH.

Level of Service "C" - Considered stable flow with operating speeds between 50 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds above 40 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30-35 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur)
Average travel speed above 30 MPH.

Level of Service "B" - Stable flow (delays not unreasonable)
Average travel speed 25-30 MPH.

Level of Service "C" - Stable flow (delays significant but acceptable)
Average travel speed 20-25 MPH.

Level of Service "D" - Approaching unstable flow (delays tolerable)
Average travel speed 15-20 MPH.

Level of Service "E" - Unstable flow (congestion, short periods of stoppages)
Average travel speed approximately 15 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go)
Average travel speed less than 15 MPH.

Average Travel Speed: The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

APPENDIX D

COMMENTS RECEIVED ON KRUSE WAY

DRAFT ENVIRONMENTAL IMPACT STATEMENT

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July 27, 1973

John MacIntyre
Director of Public Works,
Clackamas County
902 Abernethy Rd.
Oregon City, Ore 97045

Dear Sir,

We'd like to express support for the proposed Kruse Way - F.A.S. 943 project. We think the road is needed to remove traffic now using Carmen and Bonita roads. We also appreciate the fact that you seemed to choose the route that will cause the least environmental damage to the area and personally effect the least amount of homeowners.

We'd like to suggest that your department do a little planning for the future of Clackamas County people and study the possibility of mass transit instead of building four lane roads through a beautiful county.

Sincerely,

Mr. and Mrs. J. J. Sakowitz Jr.
25 La Verei
Lake Oswego Ore. 97034

July 27, 1973

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon

Gentlemen:

As a resident of Clackamas County, living at 5050 Carman Drive, three houses east of the intersection with Bonita Drive, we wish to go on record as imploring the approval of the construction of the Kruse Way Corridor between I-5 Bonita Interchange and Boones Ferry Road as released by the Highway Department. We feel that the construction of this proposed arterial would relieve the dangerous and congested traffic condition on Carman Drive at the present time. The proposed road certainly would traverse sparsely developed property and would take a heavy percentage of the load now forced on Carman Drive.

We personally feel that objections to the Highway Department's proposal are purely selfish and not consistent with the general welfare of the area.

Thank you for inviting our opinion through your article in the July 26 copy of the Lake Oswego Review.

Very truly yours,

K B Lessler

Freda M. Lessler

cc: Mr. R. L. Schroeder,
Assistant State Highway Engineer
State of Oregon Highway Department

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In reply refer to
(ER-73/1020)

Dear Mr. Young:

This is in regard to your letter of July 16, 1973, requesting the Department of the Interior's review and comments on a draft environmental statement S. Tigard Interchange-Boones Ferry Rd. Section (Kruse Way) F.A.S. 943 Clackamas County, Oregon.

This is to inform you that the Department will have comments on the combined statement but will be unable to reply by the date you requested as we have just received your transmittal. Our comments should be available early September.

Sincerely yours,

Bruce Blanchard

Bruce Blanchard, Director
Environmental Project Review

Mr. L. H. Young
Office Engineer
Highway Division
Highway Building
Salem, Oregon 97310

8-7-73

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
D. R. Adams
L. W. Rulien

August 6, 1973

Mr. Winston Kurth
Public Works Department
Clackamas County
Oregon City, Oregon

Dear Mr. Kurth:

I wish to express my complete and unalterable opposition to the proposed construction of the proposed Kruse Way, the freeway connection between I-5 and Boones Ferry Road. Should the construction be undertaken, it would be, as the impact statement shows, in gross violation of every environmental principle known, including the wanton destruction of an important wildlife preserve.

The impact statement expresses the hope, but it does not guarantee, nor could it, that air pollution will decline by the end of the century, some 25 years away when most of the present decision-makers will either be dead or retired! In the meantime noise, congestion, air pollution will be rising to fantastic levels. The logic that something undesirable and harmful be increased today to intolerable levels with the prayer that it might decrease at some indefinite time in the future is irrational at its core. This kind of logic is what has brought human society to its present state of general crisis.

During the past 5 years I have been consistently protesting the rapidly rising noise level around my home, now many-fold what it was just a few years ago. The intrusion by noise onto my private property is a form of trespass, subject to protection by law no less than trespass by person, vehicle, bullets, firebrand, rubbish, or any other form. As a taxpayer and citizen I must have all the remedies of the law to protect me.

What is needed is a curtailment and controlled access of traffic, not its increase through the building of more freeways. Beaverton is finding this out - at what a price! Curtailment and reduction of air pollution, congestion and noise are needed now, when conditions of saturation have obviously been reached already - not at some vague future date when super, death-dealing conditions have overwhelmed the land.

By invoking the principle of controlled access, the area in question could easily be opened to residential settlement, without the destructive results of putting a freeway through it. Some years ago the City of Lake Oswego turned down a freeway - this action still stands and neither the County nor the State can violate it.

Finally, governmental bureaucrats like other citizens must be held legally liable for their culpable acts. They must be punished for their misbehaviors like anyone else. What is being proposed in the new freeway is in violation of previous action and statute.

Yours truly
John James
John James
14782 S.W. Davis Lane
Lake Oswego, Oregon 97034

8

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101
August 7, 1973

REPLY TO ATTN OF: 10MEI - M/S 325

Mr. L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental statement for Kruse Way, Clackamus County, Oregon.

The statement is well written. The potential impacts are clearly spelled out. Our only concern relates to water quality.

There seems to be an acceptance of the inevitability of stream turbidity from erosion of cut banks and other construction scars. We feel it would be desirable to show the specific steps which will be required of the contractor to prevent such pollution.

Overall, this is an excellent statement: long enough to contain sufficient information and short enough for ease of review.

Thank you for the opportunity to review this statement.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator
for Management

8-10-73
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
M. J. Klotz
L. W. Rulien

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 15, 1973

Mr. F. B. Klaboe
Administrator of Highways
Department of Transportation
Highway Building
Salem, Oregon 97310

SUBJECT: S. Tigard Interchange - Boones Ferry Road Sec.
(Kruse Way), Clackamas County
PNRS #7307 4 060

We have referred your Draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

The response from the Department of Environmental Quality, quoted below, suggests points to be considered and included in your statement.

-21-73

G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
M. J. Klotz
L. W. Rulien

"The Department received an application, June 7, 1973, from Clackamas County to construct this project. As required by OAR, Chapter 340, Sections 20-050 through 20-070, the EQC will determine whether to allow construction to proceed on this project. Commission consideration is tentatively scheduled for the September, 1973, EQC meeting."

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governo
Natural Resources

W. D. Walker
5717 S.W. Bonita Road
Lake Oswego, Oregon 97034

16

August 16, 1973

Oregon State Highway Division
Salem, Oregon

Attention: State Highway Engineer

Gentlemen:

In reviewing the Draft Environmental Impact Statement of Interstate 5, South Tigard Interchange, Boones Ferry Road Section, known an Kruse Way, we, as residents of Lake Grove, Oregon, living on Bonita Road, feel that we should add our views on the above draft.

While we expect growth in any community, we feel Bonita Road was never meant to be a "Freeway" as it is now. We have contacted the Stat e and County police many times asking surveillance of the high speed. We have heard they cannot make radar checks as stopping a violator on such a narrow road as Bonita, ties up traffic for too long and there isn't room for cars to pull over to the side. We have also contacted the County Road Department many times as these heavy construction trucks hauling material to and from Mountain Park, have damaged Bonita Road, causing the County Road Department an excess amount of repair on a road never constructed for such heavy traffic and speed. Fifteen years ago there was a load limit on Bonita to prevent it from breaking up because there is no base to the road. When our residence was completed and oil for furnace was ordered, there was freezing weather and due to the load limit on Bonita Road, our fuel was delivered in 55 gallon barrels. Now there is no limit to tonnage or speed.

We feel the "Kruse Way Interchange" will provide a superior road, a more direct connection between Lake Oswego and Interstate 5 and once more - safety on Bonita Road.

Very truly yours,

William D. Walker
Florence E. Walker

cc Clackamas County
Road Division
Wendell Wyatt

William D. Walker
Florence E. Walker

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S.W. Washington Street - Portland, Oregon 97205

August 16, 1973

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft environmental statement for S. Tigard Interchange - Boones Ferry Rd. Sec. (Kruse Way) in Clackamas County, Oregon, was referred to the Soil Conservation Service for review and comment.

The principle soil found in the proposed project area is Cascade silt loam. This soil erodes easily, particularly when exposed and slopes exceed 7 percent. In addition, there is a slide or slump hazard inherent in this soil series. Because of these characteristics, the proposed 17 foot cut section having portions with 1½:1 side slopes causes concern. Significant amounts of soil movement and resulting sedimentation could take place under these conditions. Slopes this steep are difficult to stabilize with vegetation even where these hazards and limitations do not exist. A design change or specific plans for soil stabilization should be included in the environmental statement.

The statement considers provisions for control of erosion and management of water during construction. These are general in nature. The environmental statement would be strengthened by including where and when these measures would be applied.

We appreciate the opportunity to review and comment on this proposed project.

Sincerely,

A. J. Webber
State Conservationist

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
M. J. Klotz
L. W. Rulien

12

August 17, 1973

Clackamas County Public Works Dept.

902 Abernethy Rd.

Oregon City, Ore. 97045

Gentlemen:

After reading the "Kruse Way Impact Study", I sincerely hope it finds favor with the state and federal highway officials.

We who live on Quarry Road are especially anxious for relief. The traffic in the mornings and evenings, plus the trucks, some of which, still use Quarry Rd. to get to the Lake Grove Shopping Center have increased noise levels terrifically.

The volume of traffic on our narrow curvy street is a menace to children and adults. I find it extremely hazardous walking on the edge of the road to collect my mail and paper. In fact the county assessor mentioned the difficulty of getting into my driveway when he came to reassess my property last Wednesday.

We will be most appreciative for any help you may give us.

Sincerely,

Charlotte D. Wood

Charlotte D. Wood

15229 S. W. Quarry Rd.

Lake Oswego, Ore. 97034

5264 SW Bonita Rd.
Lake Oswego Oregon
97034

August 20, 1973

Re: Draft on FAS-943.

As concerned residents of Bonita Road we wish to express our comments to you on the necessity for building of the new "Kruse Way" highway.

We have lived at the above address for eighteen years, when we moved here Bonita Rd. had a load limit posted which was first covered and then very discreetly removed without any major improvement what so ever done to improve the road, in fact in our memory nothing has been done except fill holes & patch. Industrial growth within a mile from

here (Washington County) has brought large trucks, trailers, and huge carriers with 6 to 8 new cars being ~~hauled~~ past the home with excessive noise necessetated by difficulty in negotiating curves, stop signs, blind corners, etc. on this lumpy "country road." Then, with the start of Mountain Park development and lane load cement mixers, lumber trucks, and just since the start of this letter 4 huge trucks loaded with rock etc. have ground to a noisy halt in front of my house, backed up by commuters waiting at the stop sign.

Mercifully, also miraculously our three children are now grown, but any hopes we had of selling our property to any

family with small children is also gone.
Aside from the inherent dangers of being killed or maimed when trying to walk on the road, I must also cite the ~~obvious~~ obvious dangers to the health of the residents being bombarded at such a close range to fumes, dusts, etc.
Our property has "devalued" but our taxes have gone up, (we are paying a higher millage than some parts of Oswego (same school district) yet they have the right to put up signs "No Trucks Allowed".
In all fairness I think on examination of facts there should be no difficulty in arriving at the decision, which is so obviously already about five years overdue, get on with the building of FAS-943. Sincerely,
Mr & Mrs E.J. Almquist

Here is my opinion.

1. A new connecting road between I-5 and Lake Grove - Lake Oswego is needed.

2. The outlined route will cause a minimum amount of disruption of residences.

3. Keep ROW to a minimum. Instead of a separated highway build one with structured divider. The I-5 - Sunset Hwy connecting hwy has little if any separating median.

Sincerely
Landour H Schmidt
Lake Oswego Or

August 22, 1972
L. Ruth Murphy
5337 S.W. Bonita
Lake Grove, Ore.

State Department of Transportation
Salem, Oregon

Dear Sirs:

We, the residents of Bonita Road and vicinity, wish for and need Same Way.

Selfish outside interests say we have a problem as far as roads are concerned, but none have given us a workable solution.

I live on Bonita Rd. In the summer that road is as safe for people as a race track. In the winter it is a disaster area. Rolling hills and ditches at the side of the road are invitation to great delays and wrecks in any frosty or icy conditions.

Please help us get our little country road back to normal. "Mountain Park" with thousands of new residents traffic made matters bad enough, but now that "Washington Square" is opening the traffic situation will be worse than ever.

How much can one little two lane road take?

Help! I have to cross the road to get to my mail box.

Hopingly Yours,
L. Ruth Murphy

Clackamas County Public Works Dept -
902 Abernethy Road
Oregon City, Oregon 97045

Re: FAS-943

August 23, 1973

Gentlemen:

As residents of Bonita Road for the last 29 years we have seen this narrow county road become so congested with traffic that the noise and fumes are unbearable. Also we find ourselves unable to get in and out of our driveway.

We therefore demand that immediate action be taken in the construction of "Kruse Way."

Very truly yours,
Mr. & Mrs. Florian Peters

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THE STATLER HILTON

Sixteenth Street • At K and L Streets N. W.
Washington, D. C. 20036

Aug. 27, 1973

Director
Clackamas County Highway Dept.
902 Abernethy Rd.
Lake Oswego, Oregon

Dear Sir:

I am writing you in regard to two matters. I feel very strongly that, in this day and age when the downtown traffic situation is getting worse every day, we do not need the Bonita connection to I5 Interstate made into a four lane from Lake Oswego. This will wipe out 23 acres that can not be replaced.

The second matter is one in which my wife and I have a vested interest. Having lived in the Lake Grove section of Lake Oswego of just a year, we were surprised to learn that I-5 is going to be widened to three lanes in this area.

In a word; why ? The traffic is jammed when it hits the three lane area closer to downtown, and what makes anyone think adding lanes out in our area is going to free up the flow.

We are living in an age where the automobile is becoming more and more a mixed blessing and to encourage a bigger traffic flow on the freeway, plus adding more lead poisoning to Lake Grove is something my family and I oppose. Believe me, life would go on if it were left as is.

Sincerely,

David J. Hyslop
16667 Roosevelt Ave.
Lake Oswego, Oregon 97034

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES O. SMITH
NATHAN L. COHEN
J. BROCK MILLER
HOWARD S. REEDE
ROBERT R. CARNEY
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
WALTER H. GREBE
BOYD J. LONG
ROBERT L. ALLEN
THOMAS M. TONGUE
NORMAN A. PHILLIPS
JESSE H. JOHNSON, JR.
JAMES P. WALL
GEORGE J. COOPER, III
CHRIS L. HULLMANN
CHARLES D. RUTTAN

MORRISON, BAILEY, DUNN, COHEN & MILLER
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

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August 28, 1973

Mr. John McIntyre
County Engineer and Roadmaster
Court House
Oregon City, Oregon

Re: FAS 943

Dear John:

This letter is to confirm our conversation of August 28, 1973, wherein a request for extension of time (30 days) for responding to the FAS 943 Environmental Impact Statement was made on behalf of Mr. Gordon Martin.

Our basis for such request was that it was not until August 27, 1973, that the State Highway Department provided Mr. Martin with the factual data necessary for examining the accuracy of the Environmental Impact Statement with respect to the intersection of I-5 and FAS 943.

Such request was denied on two grounds: (1) a 30 day extension would jeopardize the chances of beginning construction of FAS 943 in May, 1973; and (2) the intersection does not affect the Environmental Impact of FAS 943, although it is related to it.

It was then stated that if there is information which indicates that FAS 943 would be detrimental to the environment, that the County would appreciate such information.

Enclosed is a copy of the 15 day extension granted Lake Oswego Citizens Group by Mr. Gary Potter, State Highway Department. Pursuant to our conversation it is understood that this extension applies to the general public as well.

Very truly yours,

Charles D. Ruttan

CDR:jdl
Enclosure
cc: Mr. Gordon Martin
Mr. Gary Potter

22

August 30, 1973
Lake Oswego, Oregon

To: Clackamas County Public Works Department
902 Abernethy Road
Oregon City, Oregon 97045

Subject: FAS-943 "Kruse Way"

Gentlemen:

As interested taxpayers we have secured the environmental impact statement on the proposal of subject community improvement project, and as residents on Bonita Road for sixteen years to date, we strongly support and recommend the construction of FAS-943 in the efficient development of the region.

We believe that to alleviate the traffic problem on Bonita Road is more beneficial to the community than the consideration of minor environmental disturbance.

Yours very Truly,

Margrethe K Dosskey

Dosskey

Charles W. Dosskey

Margrethe K. Dosskey

5462 SW Bonita Road

Lake Oswego, Oregon 97034

August 30, 1973

Clackamas County Public Works Dept.
[illegible] Abernethy Road
[illegible]con City, Oregon 97045

[illegible]ntlemen:

[illegible]ave in our society today many people who are simply against [illegible] progress or improvement of sometimes impossible situations. [illegible] people are not clear thinkers or realists, or inclined to [illegible] fanatic. One of these groups calls themselves Lake Oswego [illegible]tizens Group, Inc. This organization gathered, so I was told, [illegible]e 800 signatures opposing the construction of the connecting [illegible]oad called FAS 943 or Kruseway. When I attended a meeting some [illegible]me ago where the pros and cons of this new road were discussed, I offered the gentleman who produced these petitions with the said 800 names to accept a bet of one thousand dollars stating that if he could prove that the majority of the signers knew what they were signing, knew the purpose of the new road, its function, location, necessity, etc., he would be welcome to the one thousand dollars. Strangely, he did not accept the offer.

[illegible], you people from the Highway Dept. know perfectly well that [illegible]ay (FAS 943) does not create new traffic or problems, but is simply necessary to alieviate the enormous congestion of traffic on Bonita Road, a road which was designed to be a simple street in a quiet residential district instead of a main (or practically) the only thoroughfare from East to West, connecting "the sleepy little village " of Lake Oswego with a main and rapidly growing trading [illegible] of Tigard and Beaverton, in the heart of metropolitan Portland.

[illegible]ast spring when I distributed a pamphlet to motorists using Bonita [illegible]oad I calculated that a minimum of 6000 to 7000 cars pass along this road per day.

The Highway Department envisioned the necessity of a new connecting [illegible]link, widened and rebuilt Boones Ferry Road and Country Club Road on [illegible] end and FAS 943 on the other, but left the center part consisting [illegible] a nine-tenth of a mile stretch out. What sense is there to construct two ends and omit the middle?

[illegible] the immediate Bonita Road area I and two other citizens gathered [illegible] names on petitions requesting that the new connecting link be [illegible]lt; these people know full well what they were signing. We did not [illegible] to coerce them to sign; they all were convinced of the necessity [illegible] the completion of this road as an outlet to the West, and none that [illegible] people do not pay attention to the opponents who either through ignorance of the facts or selfish reasons resist the construction of this vital link.

John W. Jaeger, 5900 SW Bonita Road
Lake Oswego, Oreg. 97034

John Jaeger

CERTIFIED MAIL

12265 S. W. 72nd Avenue
Tigard, Oregon 97223
September 3, 1973

Mr. Glen L. Green
U. S. Department of Transportation
Federal Highway Administration
Box 300
Salem, Oregon 97308

RE: FAS 943 Statement Draft

Dear Mr. Green:

On the basis of the July 27, 1973, ruling by the U. S. District Court for the District of Vermont that preparation by a state highway agency of an Environmental Impact Statement does not satisfy the requirements of the National Environmental Policy Act, I respectfully request that the Draft of the Environmental Impact Statement for FAS 943 "approved and adopted by the FHWA on July 10, 1973," be set aside and that a new one be prepared which meets the Act's requirements.

Please take notice of the following:

(1) my request for a thirty day time extension has been refused (see attached copy of letter to Mr. John McIntyre);

(2) sufficient data for thorough interchange analysis has not been forthcoming from my requests nor seems available from the State Highway Division;

(3) the data which has been sent and the traffic counts performed by me indicate a need for more depth of analysis concerning traffic volume projections and the Interchange's ramp capacities;

(4) unresolvable traffic problems appear in the process of being created.

Notwithstanding the attached, because this is the last day to "insure inclusion" of comments, I hereby express preliminarily for the record that in my opinion the FAS 943 Environmental Impact Statement Draft may well be found in the final analysis to be best described by adjectives such as inaccurate, inconsistent, disorganized, incomplete and/or misleading.

You can be assured that I intend to pursue the analysis of the traffic effects to be expected from the connection of FAS 943 as now planned. A definitive written analysis for the FAS 943 files will eventually be delivered to all governmental agencies having responsibilities in this matter when the information required is available.

Thank you for your assistance in obtaining information from the Highway Division.

Very truly yours,

Gordon R. Martin

GRM:sbm
Enclosure
cc: Mr. Charles D. Ruttan

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PAUL J. THIESS
6017 S. W. BONITA RD.
LAKE GROVE, OREGON
97034

Lot 3
Bonita
Meadows

9/6/72.

The Clackamas Co. Public Works Dept.
902 Abernathy Rd
Oregon City, Ore

Re. Kruseway. FAS 643

Gentlemen:

I have read the Draft Environmental Impact Statement on Kruseway and find it only a further delay to this necessary roadway.

As a 30 year resident 1500 feet of I5 on Bonita Road we find the present traffic unbearable.

The Road heavy trucking and dust from Gravel and Dirt Roads is twice compared to a year ago.

The Carbon from diesel is ruining our orchard fruit and will have to go to washing, as it gets worse.

As a professional engineer I consider these Reports as an 80% waste of Tax money and time and a heavy cost to our Economy.

Let's get this Road built. Also strongly object to Californians emigrants telling us how to run Oregon. We need more Industry to help our Tax Base.

Yours truly
Paul J Thiess

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United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

ER 73/1020

September 5, 1973

Mr. L. H. Young
Office Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the draft environmental statement for construction of the South Tigard Interchange-Boones Ferry Rd. Section of FAS-943 (Kruse Way) in Clackamas County, Oregon. Our comments are as follows:

General Comments

The draft statement presents a generally complete and objective assessment of the project's immediate impact. The significant unavoidable and irreversible effect of opening rural, undeveloped lands to urban development is recognized. In our opinion, this secondary effect will be most significant and deserves further analysis in the final statement. Specific topics needing further analysis are:

1. Costs of public facilities which will have to be provided in the developing area;

2. Any criteria in local land-use plans which assure adverse environmental impacts of urban development will be minimized;

3. Provisions in local plans for reserving park and open space lands in the highway project study area; and

4. Long-term impacts on wildlife resources in the study area.

Specific Comments

The discussion in the last paragraph on page 76 on archeological resources is inadequate. It appears that no attempt has been made to determine whether archeological or historical resources are present in the project area, therefore it is not possible to evaluate probable impacts and discuss possible

September 6, 1973
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Verstoeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
M. J. Klotz
L. W. Rulien

mitigations. Further identification and evaluation of these resources can be adequately carried out only by a professional archeologist.

NEPA stipulates that impacts should be identified during the planning process before construction is underway. Thus, prior to preparation of the environmental statement, an on the ground inspection by a professional archeologist should be made to determine whether sites are present, to evaluate their significance, to judge the impact of the project upon them, and to offer suggestions to mitigate these impacts.

As you know, destruction of archeological or historical sites is an irreversible impact upon a non-renewable resource. Two alternatives suggest themselves to mitigate this impact: the proposed highway facility could be relocated to avoid the site, or archeological excavations could be carried out to salvage a representative sample of the information contained in the sites. Neither alternative is viable once construction is underway.

The National Register of Historic Places, published in the Federal Register on February 28, 1973, should be consulted to insure that no registered historic sites will be affected. The Oregon State Historic Preservation Officer should also be consulted to determine if there are any sites now being considered for nomination to the National Register.

The final statement should include an accurate description of the fish and wildlife resources within the project area. Species that inhabit or frequent the area should be listed and some measure made of their population status. Displaced wildlife cannot be absorbed into adjacent lands when habitat is destroyed. A detailed discussion of what the impact will be on these resources should be presented.

The statement should mention whether surveys have been made to determine if any rare or endangered fish and wildlife species are present which warrent special consideration.

Geology and surficial deposits of the area of the proposed highway construction have been summarized (p. 13, 15, 40, 42) and potential problems such as soil erosion in cuts and embankments, and turbidity and siltation in streams, have been recognized. The magnitude of these and other environmental problems that may result from geologic conditions should be determined from preconstruction investigations (p. 43) and should be within the range of standard engineering practice.

Summary

The statement contains a good discussion of the socio-economic benefits of the project. Similar treatment should be given in the final statement to evaluating adverse impacts on natural components of the environment and means to minimize such impacts. The statement appears directed somewhat

toward justifying the project. The final statement should contain a more balanced assessment of impacts on the natural environment; particularly, fish, wildlife and recreation resources and related matters.

Sincerely,

Roy H. Sampsel

Roy H. Sampsel
Special Assistant to
the Secretary

cc:
Assistant Secretary--Program Development and Budget
Council on Environmental Quality (10)
Director, Office of Environmental Project Review
Director, Bureau of Outdoor Recreation
Director, National Park Service
Director, Bureau of Sport Fisheries & Wildlife
Director, Geological Survey
Director, Bureau of Land Management
Regional Director, Bureau of Outdoor Recreation
Regional Director, National Park Service
Regional Director, Bureau of Sport Fisheries & Wildlife
District Chief, WRD, Geological Survey
State Director, Bureau of Land Management

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September 5, 1973

Clackamas County Public
Works Department
902 Abernathy Road
Oregon City, Oregon 97045

Gentlemen:

This is in reference to the "Environmental Impact Statement Draft" for the South Tigard Interchange - Boones Ferry Road section (Kruse Way) FAS943. The "Save Our Streets" committee has had a chance to study this draft of the Environmental Impact Statement and we have several comments to make. We find that as a factual document there are some parts that are in error and there are some parts of it that, by statement or innuendo, suggest adverse environmental impact far out of proportion to that which would be a reality.

The following comments are directed at specific information in the Statement:

1. Ref. pg. 2 par. 3b - Siltation and an increase in turbidity of small streams should be put in true context of relative severity. Streams are very small and total amount of siltation and turbidity would necessarily be a minor impact on the environment.

2. Ref. pg. 2 par. 3c - Alteration of existing natural and rural landscape can be minimized through highway design.

3. Ref. pg. 2 par. 3f - Conversion of adjacent land from relatively undeveloped status to developed suburban or urban status is not a function of the new highway, but is inevitably to become a fact whether or not the highway is built. This is to be a limited access highway, and will not necessarily give easy access to this undeveloped land.

4. Ref. pg. 2 par. 3j - Again, this limited access highway need not give <u>any</u> accessibility to the area formerly inaccessible by car. This is for the county planners to decide.

5. Ref. pg. 3 par. 31 - This paragraph or an additional paragraph should make the point that the new highway would reduce noise level where people live on Bonita Road and other nearby roads.

6. Ref. pg. 3 par. 4 - The next to the last sentence does not properly state that no families will be displaced with this location of Kruse Way.

7. Ref. pg. 12 last par. - A road design more nearly following the natural ground contour will minimize the cut and fill operations.

8. Ref. pg. 17 1st par. - The extensive channeling and private construction which has caused problems in Ball Creek is outside the highway construction zone and has nothing to do with this Kruse Way study. References to this should be eliminated or properly labeled as "examples" of potential problems.

9. Ref. pg. 17 2nd par. - This paragraph implies that surface water drains directly into Lake Oswego. This is not true. The only portion of this project which drains easterly is the last few hundred feet of this project. It does not drain directly into Lake Oswego, but drains into Spring Brook Creek approximately a mile from the Lake.

10. Ref. pg. 19 2nd par. - Although the area may provide shelter and food for deer and small animals, the residents have seen no deer in the area for sometime. Reference to deer should be removed from this statement.

11. Ref. pg. 40 1st par. - This paragraph refers to a tributary of Spring Brook on the east and contradicts page 17, 2nd paragraph which states "the eastern portion does not cross any established tributaries". This entire paragraph intimates a major ecological disaster and states "this turbidity and siltation could adversely affect life in part of the Lake" (Lake Oswego). It is completely out of reason. Not only with the size of the project, but with the size of the streams involved. Some of the streams are dry and some are practically dry all summer. The "tributary" of Spring Brook is nothing more than a drainage ditch which only runs water immediately after heavy rains. Carter Creek during the summer is nothing more than a small trickle. The amount of sediments finding their way into the Tualatin and Willamette Rivers would be so minimal as to be practically unmeasurable. These facts should absolutely be put in proper perspective for this Environmental Impact Statement.

12. Ref. pg. 41 plate 7 - This picture is not of Carter Creek, but is a picture of Ball Creek which is outside the Kruse Way construction area and has absolutely nothing to do with this project. It should be removed from the statement. It is an example of a stream running through a "filled" industrial area and if it is to be left in this statement, then it should be properly labeled as an example of a "potential" problem.

13. Ref. pg. 41 plate 8 - This is a picture of a problem not related to Kruse Way. It is outside the project boundaries and should be excluded from this statement. If it is to remain in the statement, it should be labeled properly as an "example" of a potential problem.

14. Ref. pg. 43 2nd par. - This paragraph makes mention that if Kruse Way is completed it will provide ready access to and from properties in the project area. This is not necessarily true. Highway design and controlled access can either limit or eliminate ready access to the properties in the project area. Several development projects are already under consideration, and will not necessarily depend on completion of this highway. It follows then that the highway itself does not "cause" land conversion and development. On the other hand, proper land conversion and development is not necessarily a "negative" and should not be treated as such by this statement.

15. Ref. pg. 46 1st par. - Some commercial development is necessary to support population increases whether this development be along Kruse Way or in other areas. We laud the point made in this paragraph that local land use controls should be sufficient, if exercised properly, to assure commercial development only in accordance with good local planning practices. Well planned commercial development will increase the tax base and should be an asset to the area.

16. Ref. pg. 51 last par. - The last two (2) sentences intimate that increased accidents will be the result of this facility and the attendant signalization. This fails to take into account the fact that the "dead ending" of Highway 217 has been and will continue to be a mjaor source of accidents. Continuation of the Highway 217 (Kruse Way) will likely reduce the accidents at this intersection if proper warning signs and signalization are implemented.

17. Ref. pg. 55 4th par. - The statement indicates that the "no build" option will have fewer emissions than the "build" option. We suspect that this projection is in error, and that the "no build" option will actually increase air pollutants in the area. Traffic using Bangy Lane and Bonita Road travels from Interstate 5 to Boones Ferry Road via a circuitous route with numerous stop signs and slow speed, stop and go type travel. As traffic increases, the total slow speed and stopped time will become a larger and larger factor in the emissions. Total emissions, we believe, are going to be far less per vehicle due to the higher speeds and direct routing of traffic on Kruse Way compared to present routes available. This should more than offset any total increase in traffic. The emissions study should be statistically weighed to reflect these factors.

18. Ref. pg. 58 "Noise" - The entire section covering noise is heavily detailed around the intersection of Kruse Way and Carmen Drive. Not enough emphasis is drawn to the reduction of sound levels on present roads being used by this east - west traffic. If properly handled, two (2) of the three (3) homes at the Kruse Way - Carmen Drive intersection can be shielded from excessive noise. In the meantime, dozens of homes along Bonita Road - Carmen Drive will enjoy significantly reduced noise pollution. This should be emphasized more than the possible detrimental effects of noise pollution at one particular intersection.

19. Ref. pg. 68 - last par. - The reference concerning sedimentation of streams is kept in better perspective in this paragraph; however, the adverse affect of life in Lake Oswego would be so temporary and minimal as to be practically non-existent. The reference to Lake Oswego should be removed from this statement.

20. Ref. pg. 70 3rd par. - We believe that a proper statistical study of automobile emissions will show that pollutants will decrease due to the smoother and faster flow of traffic on Kruse Way as compared to the circuitous routing and stop and go conditions on other streets if Kruse Way is not built.

21. Ref. pg. 76 2nd par. - The statement indicates that there will be an increase in the probability of rear-end collisions and create a traffic hazard. This fails to take into consideration the present high rate of one car and multiple car accidents caused by the fact that Highway 217 stops abruptly at the south Tigard Interchange.

3 c/

The continuation of Highway 217 (Kruse Way) to Boones Ferry Road will very likely reduce accidents.

The overall impression given by the Environmental Impact Statement is that adverse environmental affects will be felt in the streams in the area. These streams are not major streams. Many of them are intermittent and the severity of possible impact should be stressed as being minimal.

The complete statement dwells overly long on the adverse affects of sound pollution on three (3) homes at the Kruse Way - Carmen Drive intersection and does not emphasize the improved noise environment on the other roads in the area.

The statement should, in our opinion, be as adamant in stressing the positive environmental affects as it is in stressing the negative environmental affects.

We feel strongly that the above points should be taken into consideration and adopted as indicated in the final Environmental Impact Statement.

Respectfully,

Roy Goecks

Roy Goecks, Chairman
SOS Committee
5555 SW Bonita Rd.
Lake Oswego, Or 97034 (639-4858)

RG/jms
cc: Lake Oswego City Council
348 N State St.
Lake Oswego, Or 97034

The Honorable Roger Martin
13750 Knaus Rd.
Lake Oswego, Or 97034

Oregon State Hwy. Div.
Environmental Section
Salem, Or 97310

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LEAGUE OF WOMEN VOTERS
WEST CLACKAMAS COUNTY

Drawing membership from:
Lake Oswego
West Linn and
Surrounding area

Affiliated with the
League of Women
Voters of Oregon
and the United States

September , 1973

TO: Clackamas County Public Works Department
(copies to Mayor and City Council, Planning Commission, City Manager,
Planning Director of Lake Oswego)
FROM: West Clackamas County League of Women Voters

Gentlemen:

We very much appreciate your department's request for comments on the FAS 943 impact statement. During the past decade the West Clackamas County League of Women Voters has studied in depth such areas as air and water quality, long-range comprehensive planning, and urban and regional growth. On the basis of conclusions arrived at as a result of these studies, we have here made comments or asked relevant questions to which we would appreciate answers.

At the beginning of this impact statement you indicate that: "Clackamas County officials feel that there is a need for a local facility to connect the Lake Oswego and Lake Grove areas to Interstate 5 and the Beaverton-Tigard Expressway." Several land use and road plans are subsequently referred to as indicating community interest in such a corridor. In reference to the above, we would like to point out the following. (1) Land use goals for Lake Oswego as well as its 1963 General Comprehensive Plan are at present being reexamined. (2) The proposed Clackamas County comprehensive plan has not been adopted and is being reexamined. (3) CRAG's 1969 plan is being revised, and CRAG is now working on an interim three-year plan, which has not yet been adopted. (4) The Lake Oswego Planning Commission has tabled its study of the Lake Grove-Tigard Expressway pending this environmental impact statement. That study was prepared by the planning director and has not yet been adopted. Is it advisable to base the need for a new road on so many plans in revision?

In relation to land use, the Fasano decision has stipulated that rezoning must conform with the applicable comprehensive plan. What the Clackamas County and Lake Oswego plans will provide when adopted is unknown at this time. At present both plans provide for low-density residential use in the study area (with the small commercial exception cited).

From the statistics you have gathered, it is apparent that some relief is needed for the two overworked collectors -- Bonita and Bangy roads. A more direct route to I-5, 217, which would channel traffic away from residential areas, is indicated. However, a road the size of Kruse Way with its cut-and-fill design, 68' width, and 150' and 120' rights-of-way, seems justifiable only if the study area becomes very densely populated. As you have said yourselves, Kruse Way will primarily serve local, not through traffic. If zoning in Clackamas County and Lake Oswego stays more nearly as it is now, will such a large road be necessary?

We note that only the Kruse Way alternative has been considered, and that, because of a short term economic advantage and minimum residential disruption. Other alternatives had been discarded before this impact statement was presented to the public. Is this kind of impact statement intended by the National Environmental Policy Act? Should other alternatives, based on a number of criteria, not just economics and residential displacement, be explored?

We are further concerned about the impact of Kruse Way as designed on Country Club Road, Boones Ferry, A Street, and downtown Lake Oswego. The environmental impact statement points out that this road is designed to handle a traffic flow of 32,000 ADT, and it projects a flow of 28,000 ADT in 1992. Such traffic will surely have an impact on the above-mentioned streets. With such congestion, pressure for a larger road through town will inevitably arise. The League is well aware that future officials are under no obligation to honor the commitments of past city leaders. Under the traffic pressure generated by Kruse Way and subsequent development, future city and county leaders might well reinstate the bridge and convert Kruse Way to the original bypass as shown on the PVMATS or something nearly like it. (The 150' and 120' rights-of-way for a 68' road appear to allow room for this road expansion.) Your impact statement should include the projected impact on Country Club Road and the State and A intersection in downtown Lake Oswego, ADT, bisection of the community, etc., including what changes in the N-S or E-W arterial sizes would be needed to handle this. Can your study be considered complete without such an analysis?

The environmental impact statement mentions in several places the value the Lake Oswego citizens place on their primarily residential city. It is said that citizens appear to be willing to become involved in order to minimize social disruption brought about by area growth. The statement points out as well, that the many residents opposing the construction of Interstate 205 feared the freeway would stimulate a type of development which would degrade the established residential neighborhoods. Finally, a reference is made to the recent citizen outcry concerning the extension of Kruse Way across the river, which prompted current local and county officials to eliminate the proposed bridge crossing. The League encourages active citizen participation in government. We are pleased that citizens have been asked to participate in formulating new land use goals for Lake Oswego. Land use control of the area by county and city governments becomes less likely when a road of this size becomes a fact. Zoning becomes more difficult along a road, if comprehensive plans are not set prior to its construction. Is it not important, then, that county and city jurisdictions set policy first via their comprehensive plans?

We note from the statement that: "Total automobile emissions are expected to increase if the Kruse Way project is implemented, 8% by 1975 and 1977, 11% in 1992." We also note that: "Any increase in emissions of a build alternative over the no-build alternative is considered an adverse impact." The chart on page 56 shows this to be the case. Kruse Way will increase CO by 10% at the S. Tigard Interchange, pushing it over the DEQ standard, and will accelerate the formation of photochemical oxidents in the Portland Metropolitan area. Considering that the federal government is requiring Portland to meet federal air pollution standards, shouldn't a large new road generating pollution in this area be approached with caution? Have you considered the possible effect if the assumptions listed on p.B-1 are not implemented?

The following questions indicate additional areas of concern to us. (1) It was interesting for us to read that although relief of Bonita Road was a major purpose behind building this road, that relief will be short-lived and by 1992 traffic there will be as high or higher than present levels, primarily due to anticipated residential growth. Isn't it possible that Kruse Way, in encouraging as it will higher density zoning, will serve to bring about the very effect which it seeks to eliminate? (2) Will the benefit of an increased tax base (p. 69) be negated by the necessity to provide essential services in that area (p. 48)? (3) Considering the lack of sewer hook-ups available currently in Washington County, are they going to be able to properly service this high density area? (4) The impact statement

and soil stability. Are there any provisions to save trees in the area? Lake Oswego has a tree ordinance. The county does not.

discusses the impact of the road on the natural environment surrounding it. Has the effect on wildlife, the irreversible loss of land, the dangers inherent in disturbance of water flow, water table, runoff, and soil stability been considered as seriously as the economic effect of the foad? We know that Lake Oswego has a tree ordinance. Are there any provisions to save trees in the county section of this study area? (5) The build alternative shows that sound levels at two of the house sites will exceed the FWHA guidelines in 1992, and by over 10 dBA which is categorized as objectionable and a major noise impact. Have new DEQ noise standards been referred to? Will this road, surrounded by high density development, meet those standards? Both pollution and noise will funnel through this proposed corridor if both the road and close development surrounding it are allowed. At present trees and open space act as a buffer to the noise and pollution on I-5.

Should a project with the dimensions of Kruse Way await the outcome of land-use planning as provided for in the forthcoming county and city comprehensive plans? CRAG has stated that land use should determine road siting, not the reverse. In the meantime could a more modest alternative be found for the dilemma of the Bonita Road residents?

Sincerely,

Joan Batten (Mrs. Don), President
League of Women Voters of
West Clackamas County

Enclosure

In further elaboration of our concerns the following is a page by page itemization. We have followed the outline used by the Oregon State Highway Division and have confined our comments to areas of League concern. We have entered in the margin the page numbers to which we refer.

Page

9 I. Purpose (The four reasons listed will be considered at the conclusion)

10 A. Lake Oswego's Comprehensive Plan of 1963 does not pinpoint Kruse Way. Goals for the city and the plan itself are at present being reexamined.

10 B. The Lake Oswego Planning Commission has tabled its study of the Lake Grove-Tigard Expressway pending disposition of this impact study.

10 C. The proposed Clackamas County Comprehensive Plan has not been adopted and is being reexamined.

11 D. Granted current Lake Oswego and Clackamas County officials have recently eliminated the proposed bridge crossing the Willamette, future officials can reinstate the bridge and convert Kruse Way to the original bypass as shown in PVMATS.

11 E. CRAG is working on an "interim" three-year plan which has not yet been adopted. Its 1969 plan is being revised.

II. Proposed Project Characteristics

12 The Lake Oswego City Council has already conveyed to your department its concern over the cut-and-fill design of the road. To that we add our concern over the impact of a four-lane arterial on the city itself, which is in the study area, and question the use of 150' and 120' rights-of-way for a 68' road.

III. Existing Environmental Setting (References to the physical (A) and cultural (B) setting will be considered under Probable Impact of Project on Environment.)

C. Land Use

25 1. The proposed Clackamas County plan has not been adopted and is being reexamined. Lake Oswego City Council has requested participation in density plans for its "area of interest".

2. The Lake Oswego Planning Commission has tabled its study of the Lake Grove area pending disposition of this impact study. The study was prepared by the planning director and has not been adopted.

3. The Fasano decision has stipulated that rezoning must conform with the applicable comprehensive plan. What the Clackamas County and Lake Oswego Plans will provide when adopted is unknown at this time. At present both plans provide for low-density residential use (with the small commercial exception cited).

References to D, E, (Social and Economic Characteristics will be considered under Probable Impact of Project.)

F. Transportation

38 That Bonita and Bangy Roads, collectors, are being used as arterials is fully recognized. Some access to I-5, 217 is needed. We are intrigued by the

39 origin and destination data and would appreciate information on how either can be determined.

IV. Probable Impact of Project on Environment and
V. Probable Adverse Environmental Effects

A. Natural Environment (physical setting)

39-43,68 Impact of the road on its natural environment has been well documented. We are concerned, as are you, about the effect on wildlife, the irreversible loss of land, the dangers inherent in disturbance of water flow, water table, runoff,

and soil stability. Are there any provisions to save trees in the area? Lake Oswego has a tree ordinance. The county does not.

B. Cultural Environment

1. Economics and Land Use

43 Again, why such a large right-of-way for a 68' road?

44 Sewer and water services have been planned for the area to be traversed by the road in anticipation of a high degree of development. With Washington County's present inability to meet sewage treatment requests, its plans for proper service of this proposed high density area can be questioned. Land-use planning should preceed sewer and water implementation. In this regard, the proposed County comprehensive plan, which allows increased density in the area, is being reviewed, and Lake Oswego City Council has requested participation in land-use planning for this area. One of the significant criticisms of the county plan, incidentally, is its lack of planning for parks and open space, of which this edge of the county is an outstanding example.

46 Land use control of the area by county and city governments becomes less likely when a road of this size becomes a fact prior to land use studies. Zoning becomes more difficult along a road if comprehensive plans are not set. Should county and city jurisdictions set policy first via their comprehensive plans?

47,48 Although improvements to and development of land are expected to increase property values substantially, much of this revenue could be necessary in order to provide essential services. This statement negates the benefit to Lake Oswego's tax base implied on p. 69.

2. Social Impacts

?,32 The value which Lake Oswego places on its residential character is shown in its present comprehensive plan. If this attitude has changed, it will be evident as the community goals are set and the comprehensive plan revised. Until then can we assume that this value is still valid?

7,48 Short-term benefit to Bonita Road and decrease in scenic values plus data (following) on traffic, air quality, and noise all raise serious questions as to the cost-benefit analysis of the proposed road.

3. Traffic

Long-range estimates in the impact study cite traffic levels on the Beaverton-Tigard Expressway in 1992 at levels of service C and D; without Kruse Way levels remain at C. The benefit to Bonita Road is conceded to be short-term yet a main purpose of this $1.5M arterial if for the benefit of Bonita Road. The safety factor at intersections will be decreased. What impact will traffic flow of 32,000 ADT have on Country Club, State Street and A intersection, and subsequent pressure for a bridge?

4. Air Quality

,70 "Total automobile emissions are expected to increase if the Kruse Way project is implemented, 8% in 1975 and 1977, 11% in 1992." "Any increase in emissions endix, of a build alternative over the no-build alternative is considered an adverse -1 impact." The chart on p.56 shows this to be the case. Unless the assumptions listed on p. B-1 are implemented, the South Tigard interchange may be the last place in which to encourage density.

5. Noise

68,70 The "build" alternative shows that sound levels at two of the house sites will exceed the FHWA guidelines in 1992, and by over 10 dBA, which is categorized as objectionable and a major noise impact. Can high density residential be considered near such a site?

Both pollution and noise will funnel through this proposed corridor if both the road and development surrounding it are allowed. At present trees and open space act as a buffer to the noise and pollution on I-5.

VI. Alternatives and Reason for Project Selection

,70 Only the Kruse Way site has been considered, and that because of a short-term economic advantage. Other alternatives had been discarded before this impact statement was presented to the public. Is the either build - or no build - impact statement the kind of impact statement intended by The National Environmental Policy Act?

Purpose of the Proposal (conclusion)

1. There is no doubt that this proposed project would provide a direct east-west access between Lake Oswego and I-5, 217.

2. It would also provide for property development in adjacent areas. Whether it would provide for "efficient" land usage is a highly subjective conclusion. Comprehensive planning includes not only economic criteria, but also natural environmental characteristics and conservation needs, environmental impact of alternatives, economic realities, cost-benefit studies of alternative land uses, population trends, community characteristics, methods of citizen involvement and plans of other governmental jurisdictions. Comprehensive plans at the county and city levels are at present being reviewed. Will this road be compatible with them?

3. This road, as you state, will relieve Bonita traffic short-term. Have all alternatives for relief of this problem been explored in this study?

4. Projected growth is partly a result of No. 2. The proposed road will stimulate growth and will accomodate projected growth.

Should a project with the dimensions of Kruse Way await the outcome of land-use planning as provided for in the forthcoming county and city comprehensive plans? CRAG has stated that land use should determine road siting, not the reverse. Could other alternatives with lesser impact be explored?

Lake Oswego, Ore
Sept 11, 1973

Winston Kurth, County Engr.
Dept of Public Works
Clackamas County
902 Abernathy Rd
Oregon City, Ore. 97045

Dear Mr. Kurth:

Serious questions can be raised regarding the adequacy of, and the accuracy of, existing, and projected standards of auto-originated air pollutants on FAS 943 (Kruse Way) as outlined in your EIS rough draft. Certain "assumptions" noted on page B-1 (Appendix B - Air quality) constitute a "house of cards" and do not lay a firm foundation upon which to make any firm or reliable projections on air quality.

For example. Item 1:
Federal Emission Standards for auto pollutants have, in fact, been delayed from 1975 to 1976. Further, the regional office of the EPA will give no assurance that emission standards will be implemented in 1976. Certain political and economic events have transpired

that raise questions as to whether the standards will ever be implemented.

Item 2:

The DEQ plan for Oregon automobile inspection plans in the Tri-County area was conceived the the frequent legislative emergency board meeting under circumstances which, at best, are open to question. There is no assurance that this plan will be, or can be, implemented as required by further legislative action even in 1975. In addition, the DEQ plan calls for extensive "retro-fitting" of pre-1968 cars (about 70% of the tri-county car population) may not be legally enforceable, according to the EPA legal staff.

Item 3:

Vehicle speed cannot accurately be projected because zoning (and signalization) cannot be defined as yet. Further, and more important, John R. Quarles, acting EPA administrator testified September 10, before the House public health and environment subcommittee, that devices intended to clean up car exhausts are putting other dangerous pollutants into the air.

Charles stated that even with intensive study by the EPA good information on health effects will not be available until 1975. In addition, the catalytic method may already be outdated by technology, when compared to CVCC methods under intensive study by both domestic and foreign car manufacturers. It is doubtful that catalytic converters can be legally be required on pre-1968 cars. Since the catalytic converter results in further decrease in mileage (3-12%) political considerations may dictate it's demise.

Item 4; (and Item 5) No assurance on either of these items. The clean air act of 1970 is being re-examined in Congress. The oil refining industry is obviously short of refining capacity for existing (leaded) fuels. In addition, the capital requirements of the oil industry are in the billions of dollars for the next decade for the existing technology, let alone new technology. Further, non-leaded gasoline is largely untried in modern cars on a mass basis, and may pose new problems, as well as requiring a higher octane rating than leaded fuels, which, in turn adds to refining problems.

In summary, the entire basis of all air quality predictions are postulated upon five "assumptions" that are all highly questionable and subject to conditions upon which you have no control. Under these conditions it is impossible to make any valid projections on air quality for the proposed Kruse way.

I would now like to address your attention to the Boone's Ferry Corridor between the intersection of (proposed) Kruse Way and the (proposed) new Kerr Road intersection, with emphasis on projected traffic flow and air quality standards in a topography that is not conducive to favorable natural ventilation.

Signals will be placed at Kerr Road intersection; there are 10 signals at Country Club and Boone's Ferry intersection; Signals will be placed (extensively) at 99W and Boone's Ferry intersection. Traffic flow will be highly restricted. With this in mind, the following items should be considered

1) existing lead, CO, and NOX concentration on -

a) the Lake Oswego High School athletic field,

b) the residential areas bordering Boone's Ferry,

c) the Elementary and Junior high

5.

d) the Lake Grove school area.

2) the lead, Co., and NOx concentrations expected under average traffic flow conditions should Kruse Way and Kerr road extensions be constructed, at the 4 locations cited above.

I would appreciate any information you could provide me relative to the foregoing. I also wish to express my appreciation for your letter of August 24th re Kerr Road intersection.

Sincerely
L.M. Baker

L.M. Baker
2206 Crest Dr.
Lake Oswego, Or 97034

SECTION
RECEIVED

MULTNOMAH COUNTY
BOARD OF COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

MEL GORDON
COMMISSIONER

September 12, 1973

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Subject: FAS943 Kruse Way

Dear Mr. Schroeder:

Attached are our comments on the draft Environmental Impact Statement for this project.

Sincerely,

Mel Gordon
Commissioner

ams

Enclosure

Multnomah County Board of County Commissioners

Comments on the Environmental Impact Statement for FAS 943-Kruse Way

Generally, Multnomah County is concerned with how this project stands in relation to the region, the evaluation of alternatives, and how it is related to the Kerr Road project, in which Multnomah County is a participant.

1. The direct and indirect local regional impacts of the greatly increased accessibility to Lake Oswego should be given more thorough evaluation.

2. The traffic demands should be articulated more in terms of origin and destination, and this information applied to the evaluation of alternatives.

3. Alternatives should be given greater evaluation. There is no mention of the possibilities of use of transit to solve the problem, including the possibility of using a nearby rail right-of-way. The no-build alternative needs deeper evaluation.

4. The impact work is based on trend-city traffic projections. These kinds of projections are not valid for a variety of reasons. A better approach would be to evaluate the consequences of alternative projection levels.

5. One of the best features of the corridor selected is that primarily, only three houses are affected and no businesses. From this standpoint, the advantages outweigh the disadvantages as homes on Bonita Road and other neighboring streets, which are now being used as arterials, could return to, primarily, residential streets. On the other hand, the construction of the road will lead to probable quick development of a rather large virgin tract of land.

6. The relationship of Kerr Road and FAS 943 is not given sufficient attention. Impacts of building both, or either, or neither should be evaluated. The traffic figures cited in the Environmental Impact Statement assume that Kerr Road will be constructed. For example, the figure 28,000 is used for traffic in 1992 on Kruse Way. This figure assumes Kerr Road will be constructed, but if it is not, then 31,000 vehicles can be expected on Kruse Way in 1992. Traffic on Boones Ferry in 1992 can be expected to be 22,000 without Kerr Road and 19,000 with Kerr Road.

As can be seen, the Kerr Road Project will have quite an impact, one way or the other, on this project.

7. Other concerns:

   a. "Reduction of Terrestrial Habitat Now Available to Wildlife By Approximately [illegible] acres." This figure represents the right-of-way -- the true reduction because of pollution, noise, etc., will probably be double this figure.

   b. I gather that one permanent effect of this project will be an increase in siltation and pollution of Lake Oswego. This should be intolerable and methods of eliminating the problem should be thoroughly investigated.

c. On Page 15, it is stated that "Landslides Could Occur in Areas of Steep Slopes." Paraphrasing a paragraph on Page 12, it states that there will be some areas of rather steep slopes to conserve right-of-way. The messages on these two pages seem to conflict with each other.

d. The Impact Statement freely admits that air and noise pollution guidelines will be exceeded. Their solution to the problem seems to be to wait until the automakers rectify the situation rather than trying to improve the design.

e. The Road design does not seem to allow room for incapacited vehicles. This could really tie up traffic.

64

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (mep)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2202

.5922
Ser mep 997
14 September 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. L. H. Young

Dear Sir:

Thirteenth Coast Guard District has reviewed your Draft Environmental Statement for S. Tigard Interchange, Boones Ferry Road Sec. FAS-943 (KRUSE WAY). This project should have no forseeable effect on Coast Guard mission areas.

Sincerely,

S. S. BECKWITH
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

9-17-73

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
M. J. Klotz
L. W. Rulien

2680 S.W. Glen Eagles Rd.
Lake Oswego, Oregon 97034
September 17, 1973

Clackamas County Public Works Department
902 Abernathy Road
Oregon City, Oregon 97045

Gentlemen:

Tri County New Politics, based upon our stated goals and commitment to effective land use planning and on behalf of those of our members who live in the Lake Oswego area, would like to offer the following suggestions with regard to the Draft Environmental Impact Statement on S. Tigard Interchange-Boones Ferry Rd. Sec. (Kruse Way).

1. The draft statement is not adequate because of its lack of study of any alternate routes or solutions except a "no Build". We request that such studies now be included within the final impact statement. Any contemplation of further enlargement of roads to freeways in the area should be abandoned and other alternatives to the East-West traffic problem be explored. We believe this to be of concern especially to our members who live in the Lake Oswego area.

2. We refer you to the letter submitted to your office on September 5, 1973 by the City of Lake Oswego. We support the city council position and urge you to implement their specific recommendation with regard to planning and design of FAS 943.

3. Bike ways should be included in the plan and considerations given to pedestrian ways.

4. Refer to page 2 k. and the section on Air Quality, page 52
The studies on air pollution are incomplete and should also include studies prepared at the Boones Ferry-Kruse Way intersection.
We find it impossible to justify increasing air pollution to any degree while attempting to comply with the current air quality standards.

5. page 3 l., and section on Noise, page 58
The studies on noise pollution are also incomplete. We ask that the noise increase levels be studied in the residential section of Mountain Park to the north. Impact on Lake Grove School should be considered.
We would ask that such an extensive facility not be built if the completed studies exceed noise pollution standards.

6. page 69, Cultural Environment We request that a cost analysis be included within the EIS to determine whether the cost of services to the area will in fact negate any beneficial increase in tax revenues brought in by increased development.

Thank you for your consideration.

Sincerely,

Joyce Cohen

Joyce Cohen, chairman
TCNP Land Use Task Force

1476 Knaus Road
Lake Oswego, Oregon
September 19, 1973

E.I.S. Department
Oregon State Highway Dept.
Salem, Oregon

Subject: E.I.S. re F.A.S. 943

We have reviewed the Draft Environmental Impact Statement for FAS 943 and find it so deficient in regard to the Major areas it should cover as required by the National Environmental Policy Act of 1969, that it should in its present form be classified in Category 3, (inadequate), according to the NEPA rating systems.

The brief historical summary related to the project, (p. 6 and 9 of E.I.S.) omitted some pertinent information that would have revealed conflicting opinions regarding the purpose of this highway connector between Boones Ferry road in Lake Oswego and I-5. A summary of these ommissions follows, and can be documented on request.

1. 1964 Action by citizens and city council of Lake Oswego prevented the construction of the I-205 freeway through Lake Oswego.

2. 1965 Citizens Road committee to Lake Oswego City Council recommended a connector to I-5 and suggested use of Quarry Road, (south of FAS 943 location.)

3. 1969 CRAG plans showed Lake Oswego Bypass, four lanes from Lake Oswego to Baldock Freeway.

4. 1969 January to April Correspondence and records of Clackamas County, CRAG, and Oregon State Highway Department include recommendations and considerations for a connector route ranging from a 48 foot local street to a request from CRAG to test proposed highway for impact on another proposed route across the Willamette River, the Johnson Creek Expressway.

5. 1969-70 Requests made at official public hearings of the FAS 943 project for alternatives, a more southerly route, were never answered.

6. 1972 - A citizens group was organized to study the proposed FAS 943 or Kruse Way. The group was later incorporated as the Lake Oswego Citizens Group.

7. 1973 - Petition of 800 citizens of the area was presented to the Lake Oswego City Council requesting further hearings on FAS 943.

8. 1973 - Lake Oswego City Council and Clackamas County requested that proposed bridge to Milwaukie be eliminated on all area plans.

Given this background of controversy to consider, we question the EIS analysis of the purpose of this project. We are unable to tell from all the data employed whether this is to be purely a local facility serving the adjacent areas or in effect the next link of a freeway through Lake Oswego from the South Tigard Interchange to the Baldock Freeway. The county's claim as reported in the E.I.S., (p.9) that it "does not intend to construct the proposed Kruse Way as a freeway because it would defeat the purpose a local arterial is intended to serve" does not guarantee that FAS 943 as designed will not be converted to a freeway by the construction of grade separation structures in lien of grade intersections, as is currently being done on Oregon State 217 which ties in directly to Kruse Way.

If this is definitely a local facility serving traffic with an origin or destination within two miles (as stated in the EIS (p. 39), the road is overdesigned, involving large sections of cut-and-fill, rights of way up to 150 feet in width, (p.12). Arterial design standards (p.10 EIS) adopted by Clackamas County would allow for a much simpler project than this one proposed as FAS 943, if the purpose is purely local access.

If the road is to reduce traffic volumes on Bonita Road and Boones Ferry, further study should be made showing where this traffic actually goes. Surveys cited by EIS state that 43% of the traffic on Bonita go to or from Lake Oswego east of Boones Ferry, but fail to determine whether this is toward Country Club on the North or through Lake Grove to the South. Of the 4, 250 trips made daily on Bonita, (p. 39) only

1900 cars use the proposed Kruse Way exit at Galewood, according to a 1972 Lake Oswego Public Works Department Survey. Actually the balance (60% of the traffic on Bonita) turns off on ther residential streets and would be expected to do so in the future when signalization would be introduced at the major intersection of Kruse Way and Boones Ferry.

The decision to design a road of this character to "provide for efficient land usuage and property development" should follow, not precede, a comprehensive study of land use in the area. According to the Environmental Impact Statement Guidelines on Land Use, p.101, the EIS should "indicate how the project fits into a master plan..should indicate.... the relation of this project to ongoing studies in the same vicinity." Both the city of Lake Oswego and Clackamas County are in the process of revising their comprehensive plans for this area. This must be considered in any road proposal.

In the light of these conflicting viewpoints, and according to directives of the NRPA, this Draft EIS is completely inadequate. It fails to point out the most glaring ommission of the Kruse Way proposal. Under Title I, sec. 102 of NEPA, (p. 10 and 18 of the Guidelines), "point 3 requires the responsible agency to study, develop, and describe appropriate alternatives to recommended courses of action in any proposel which involves unresolved conflicts concerning alternative uses of available resources. Sufficient analysis of such alternatives and their costs and impact on the environment should accompany the proposed action through the agency review process in order not to foreclose prematurely options which might have less detrimental effects." The only alternative proposed to FAS 943 was No Build. Requests for a more southerly route made at the public hearing were ignored. Suggestions by the Lake Oswego Citizens group, as to more justifiable alternatives, were not mentioned in the EIS. No complete study of traffic flow was made to determine in <u>detail</u> the actual alternative needed.

These considerations which indicate that a real conflict was not dealt with according to NEPA and other significant points in the EIS indicate that the study has been inadequate and that the Kruse Way-FAS 943 proposal has been misleading. We feel there should be answers to the following questions which are prompted by the EIS:

1. Doesn't the history of FAS 943 and the 1964 attempt to locate I-205 through Lake Oswego as related above indicate sufficient

citizen opposition to such a facility to constitute an unresolved conflict concerning alternative uses of resources?

2. In view of the above why are alternatives not included in the EIS?

3. Why was no effort made to investigate possibilites of park and ride or rapid transit alternatives for this area?

4. Why were the requests for alternate locations further south, (closer to the area which should actually be served), which were made at the original official hearings not answered?

5. Is the purpose of FAS 943 to serve permanently and only as a local arterial?

6. Isn't its usefulness in providing local access limited to the extent that it is constructed as a "limited access facility"?

7. Can't the proposed facility be converted to a freeway basically by the replacement of grade crossings with grade separation structures?

8. Was the inclusion of FAS 943 in the Gravity Model Test Network, study of the Portland-Vancouver Metropolitan Area Transportation Study Plan for 1990 an indication that the "corridor" would be a link in a Lake Oswego freeway across the Willamette, since the PVMATS indicated a need for a freeway from the Bonita Interchange to McLaughlin Blvd?

9. Aren't the projected traffic volumes, (p.13) based on this facility being part of a connection from I-5 across the Willamette to the Milwaukie area?

10. If the bridge is not to be built shouldn't these figures be revised drastically downward?

11. Are they included to say in effect that FAS 943 will be 1992 be part of a connection across the river?

12. What is meant by the reference to "through traffic", (p.12) when FAS 943 is described as serving local traffic, (p. 39)?

13. Since the EIS that the "proposed facility would someday be wholly within the limits of Lake Oswego", (p.6 EIS), why should Clackamas County have the discretion to establish specific access points to Kruseway, (p.12)?

14. Under "Purpose", FAS 943 will not realistically provide a more direct connection between L-5 and most of Lake Oswego as implied. Since five direct connections already exist, won't it actually provide more direct access for only a small portion of Lake Oswego?

15. What constitutes "efficient land usage"?

16. Should a highway be constructed with the stated purpose of facilitating property development before the need for development is recognized and agreed to exist?

17. How many property holders and how many local businesses will reap significant financial benefits from the construction of the facility as designed? Can the sources of the pressure to build, (as noted on p. 44 EIS), be identified?

18. Is the proposed facility really consistent, recognizing noise and pollution effects, with adjacent residential usage as shown on pending Clackamas County Comprehensive Plan assuming it is adopted?

19. Isn't is pertinent, inview of the increasing residential density of Mountain Park, Tigard, and adjacent area, to note how many (if any), similar undeveloped 300 acre parcels there are in the Southwest area as close to Portland as the one which FAS 943 would bisect?

20. Isn't is possible that the highest use for this land in the future might prove to be as a recreation area?

By not recognizing the requirements of NEPA the County has failed to study, develop, and describe appropriate alternatives to the proposed project including clarification of purpose, a study of alternatives, and analysis of these alternatives as required by NEPA.

Very truly yours,

Ralph V. Core Ellen S. Core

cc: Sen. Mark Hatfield
Sen. Bob Packwood

R. C. /l. c.

71

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
F. BROCK MILLER
HOWARD R. BEEBE
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September 20, 1973

U.S. Department of Transportation
Federal Highway Administration
Region Eight
Box 300
Salem, Oregon 97308

Re: Comments - Draft Environmental Impact Statement, Oregon Project SU-592(1), S. Tigard Interchange - Boones Ferry Rd. Sec. (Kruse Way), Clackamas County Oregon.

Gentlemen:

The following comments have been drafted on behalf of and in collaboration with Mr. Gordon R. Martin and are based in large part from his personal experience with the project in question. As you are aware, Mr. Martin has been in direct communication with your agency and all other agencies concerned with FAS 943, directly or indirectly, since 1970. It is apparent, however, from reading the above-referenced Environmental Impact Statement, hereinafter referred to as EIS, that neither federal, state or county officials have seriously considered his recom-

mendations. The problems inherent in the connection of FAS 943 to the South Tigard Interchange remain the same today as 3-1/2 years ago despite continual assurance that these difficulties would be resolved. A more detailed statement is contained in Section IV, infra, and the federal, state, and county files concerning FAS 943. If additional documentation of any statement made in this "comment" is desired by the reviewer of the final EIS, it will be supplied on request.

In Section I, infra, we have disputed the current procedure of having the recipient of federal funds prepare the EIS which, theoretically, is the objective basis upon which project approval is made. For this reason these "comments" are addressed to the U.S. Department of Transportation rather than the preparing agency. To insure enclosure of these comments, however, pursuant to PPM 90-1, 6c(i), a copy has been sent to the State Highway Division, Environmental Unit. It is expected that all questions raised by these "comments" will be answered prior to, or as part of the final EIS. See Council on Environmental Quality Memorandum to Federal Agencies on Procedures for Improving Environmental Impact Statements (May 16, 1972), Recommendation No. 3; Council on Environmental Quality, Federal Register, Vol. 36, No. 79 (April 23, 1971).

Noise and air pollution factors have not been discussed for the reason that such analysis is dependent on the accuracy of the traffic estimations of the EIS. It is our contention that the traffic estimates contained in the EIS cannot withstand critical review. The EIS must reflect the underlying information on which such estimates are made so as to provide an adequate opportunity for comment and participation by interested members of the public. See EDF v. Corp. of Engineers, 2 ERC 1267, 1269. Until this is done, and other agencies and the public have had an opportunity to meaningfully examine the EIS, construction of FAS 943 should and must be enjoined.

Our comments are based on four basic discussion points which are developed in greater depth, infra.

I. Preparation of an Environmental Impact Statement should be done by an objective third party, not the recipient of the federal funds being sought.

II. The National Environmental Policy Act, hereinafter referred to as NEPA, requires that alternatives be examined. Without such examination, any purported EIS is meaningless for it offers no point of comparison and thus denies the reviewer of any opportunity to make a reasoned decision on the propriety of the project being examined.

III. The scope of an EIS must be sufficiently broad and in sufficient detail so as to provide a decision maker with an adequate record upon which he can make an informed decision on the advisability of the proposed project.

IV. The traffic estimates contained in the EIS cannot stand critical review. To illustrate this we have focused on the inadequacies of the data available for analysis of the ramp capacity of the South Tigard Interchange.

I. PREPARATION OF ENVIRONMENTAL IMPACT STATEMENT

The draft EIS was prepared by the Environmental Unit of the Oregon State Highway Division, an agency having an obvious financial interest in the approval of this project. The only location and design studied was based on the sponsoring county's recommendation which took into account two factors: economics and displacement. Prior to the preparation of the study the county purchased numerous lots representing approximately 9.7% of the lineal footage of the right-of-way required and approximately 2/3 of the ownerships.

The case of Greene County v. FPC, 3 ERC 1595, suggests that acceptance of an impact statement is precluded where it is prepared

by the state agency and merely reviewed by federal officials. On July 27, 1973, the U. S. District Court for Vermont ruled that preparation of an environmental impact statement for a federal-aid highway by a state highway agency does not satisfy the requirements of the National Environmental Policy Act. The basic rationale is that such preparation precludes objectivity and will reflect "self-serving assumptions". Northside Tenants' Rights Coalition v. Volpe, 3 ERC 1376 (D.C. E. Wis. 1972). That this is the case at bar is reflected by the Clackamas County position that alternatives need not be studied and that whatever problems may be inherent in the connection of FAS 943 to the interchange at I-5 are not significant with respect to the environment and thus do not need to be examined in the EIS. Such an attitude does not reflect the policy of NEPA.

> "... [I]t is the continuing policy of the federal government ... to use all practical means and measures ... to foster and promote the general welfare ... PL 91-190 §101(a).

PL 91-190, Sections 101(b)(2)(3) provide that it is the responsibility of the Federal Government to assure for all Americans safe surroundings and to "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety or other undesirable and unintended consequences". (Emphasis added).

II. ALTERNATIVES.

The only alternative examined by the EIS in question is no-build. This is the case despite numerous requests from the public to study alternatives, including specific recommendations for design modifications and/or corridor relocation submitted to Clackamas County at the 1970 corridor hearings and subsequently to the staff of the State Highway Environmental Unit. The reasons most frequently given for not examining alternatives were that the design and location studied were the only ones considered by the county; that the EIS was being written after the fact (that is after location selection and design approval) and thus it was not necessary to study alternatives. This is clearly contrary to PL 91-190 §102(c)(iii) which requires a detailed statement by the responsible official of alternatives to the proposed action. Furthermore, numerous cases across the nation have indicated that NEPA is to be complied with where final federal approval was not given and where construction did not begin until after the effective date of NEPA. See Scherr v. Volpe, 4 ERC 1435 (CA 7 1972); Committee to Stop Route 7 v. Volpe, 4 ERC 1329 (D.C. Conn. 1972).

As a minimum, the EIS should:

1. Discuss in detail all alternatives, including but not limited to the alternative of no-build.

2. Discuss alternatives of scope and size of project.

3. Discuss alternatives in sufficient detail to provide a reviewer the opportunity to realize secondary or long-range impacts on environmental quality for each alternative.

4. Discuss alternative methods of construction, for example major cut and fill operations with alternative locations to provide the levelest road possible and the effectiveness of a road built as near as possible to existing land contours in an effort to minimize the environmental effect of the road.

5. In the discussion of alternatives, in addition to other routes or roadway configurations, alternate means of transportation should be considered and evaluated EVEN if the agency proposing the project does not have the authority to carry out the alternatives. NRDC v. Morton. 3 ERC 1558 (1972).

6. Discuss in detail the rationale for selecting the chosen corridor over the alternatives.

There is little question that all Environmental Impact Statements should be of sufficient scope and detail to allow the reviewer to independently determine the severity of the impacts. Without a discussion of alternatives the EIS is meaningless. At

a minimum the exploration of alternatives should include an objective evaluation and analysis of estimated costs (social and transportation), engineering factors, transportation requirements and environmental consequences. See PPM 90-1, Appendix E.

III. SCOPE OF EIS INADEQUATE.

NEPA is not satisfied by an EIS that fails to list ALL adverse effects of a proposed federal-aid highway; that fails to detail cost of land, construction, materials and labor; that fails to consider the effect of the proposed highway on all surrounding roads to include interstate highway interchanges. Daly v. Volpe, 4 ERC 1486, (D.C. W. Wash. 1972).

The EIS at bar fails to discuss in detail the effect of Kruse Way on the following:

1. The connecting interchange with I-5;

2. The connecting intersection with Boones Ferry Rd;

3. Problems relating to anticipated increase in urbanization, see PPM 90-1, Appendix E.;

4. Whether Kruse Way is to serve as an alternative to the Lake Oswego Bypass referred to, or whether it is in addition thereto;

5. Whether FAS 943 is capable of being utilized as the initial leg of a freeway connecting to the eastside of the Willamette River, i.e., what modifications would be required to convert FAS 943 into a freeway.

6. If (5) above is a distinct possibility, whether such conversion would have adverse environmental impacts.

7. The basis of traffic projections if Kruse Way is a substitute for the Lake Oswego Bypass; or in the alternative, assuming that Kruse Way is not a substitute and that the Bypass has been discarded, the basis of the traffic projections regarding Kruse Way.

8. The effect that the approved 35-acre shopping center proposed for Mountain Park will have on FAS 943 traffic and thus on the South Tigard Interchange.

9. The potential environmental impact of opening an area of 500 acres for high intensity land use as suggested by the October 12, 1970, Clackamas County Amendment to the Development Pattern for the Oswego-West Linn Area and the proposed Clackamas County Comprehensive Plan.

Obviously the above is merely illustrative of the deficiencies of the EIS in question. The EIS provides no record upon which a decision maker could arrive at an informed decision on the advisability of the proposed project. Rather, the EIS in large part relies solely on general non-detailed observations unsupported by factual data. Furthermore, not only is the factual data unsupported (See EDF v. Corp of Engineers, 2 ERC 1267, 1269) but many of the "facts" are inconsistent. The "1.1" mile length given for FAS 943 scales from plans as short approximately .25 of a mile (length appears to be 1.36 miles; prior correspondence with federal, state and county officials indicated a length of 1.4 miles). The discussion of zoning, EIS, 25, 27, 28, is inaccurate and conflicting.

IV. THE I-5 INTERCHANGE (SOUTH TIGARD INTERCHANGE).

The environmental impact of Kruse Way can only be measured if accurate traffic estimations are available. It is our position that the traffic estimations used by the preparing agency cannot stand critical examination. To illustrate, the following discussion of the South Tigard Interchange is submitted.

The EIS discusses in limited fashion the South Tigard Interchange at Pages 12, 49-51, 70.

> "... There are to be signals at the ramp terminals of the South Tigard Interchange." EIS, 12.

At no point does the EIS indicate the level of service at the ramp merge and diverge points at I-5. The only traffic figures used are average daily trip (ADT) statistics.

In discussing the levels of service, the EIS, using ADT statistics states that the diversion of traffic to I-5 and the Beaverton-Tigard Expressway, as a result of Kruse Way, "... is not expected to appreciably affect the existing levels of service of those facilities". EIS 49.

> "The diversion of traffic from proposed Kruse Way to Interstate 5 and the Beaverton-Tigard Expressway would increase traffic at the South Tigard Interchange. It is expected that, in 1975, the average daily traffic (ADT) diverted to the interchange will amount to about 4,000 additional trips, and to about 10,000 additional trips in 1992. The levels of service for Interstate 5 and the Beaverton-Tigard Expressway are not expected to be affected in 1975, however, there may be a slight decrease in the service level (between I-5 and S.W. 72nd Avenue) during the period between 1977 and 1992 for traffic utilizing the Beaverton-Tigard Expressway. If Kruse Way is not built, traffic volumes would amount to 40,000 ADT at a level of service "C". With the construction of Kruse Way, traffic

> volumes are expected to increase to 47,000 ADT, which would result in a level of service between "C" and "D." (At level of service "D," traffic is approaching an unstable flow with tolerable delays.)
>
> Whether or not Kruse Way is constructed, the normal growth of traffic volumes at the South Tigard Interchange in time would require some lane modifications between Bangy Road and the western ramp terminals of Interstate 5, and would require the signalization of the ramp terminals on either side of Interstate 5. The construction of Kruse Way will likely require the I-5 overpass section between the two ramp terminals to be re-laned, from the present four twelve-foot lanes to six lanes, by decreasing the width of the existing lanes one foot, and by reducing the width of the existing shoulders. The installation of signals at both I-5 ramp terminals will likely be warranted to facilitate left turning movements. However, studies have shown that the signalization of high-speed facilities increases the potential for rear-end collisions. This would be particularly true for eastbound traffic on the Beaverton-Tigard Expressway where it approaches the South Tigard Interchange."

The generalized, unsupported statements quoted above are inadequate for they provide no information upon which a reviewer can analyze their validity. It is obvious from the EIS that the preparing agency has no idea of what the definitive effect will be on the South Tigard Interchange.

The Highway Capacity Manual, 1965, Highway Research Board Special Report 87, in Chapter Eight, discusses the techniques for determining the level of service for ramps, factors controlling ramp capacity and computation procedures for ramp junctions.

There are several important factors which relate to design of ramps and to traffic operations in connection therewith. One such factor is consideration of peak-period volumes (others include weaving between ramps and the design of the entrance and exit terminals of ramps).

Consideration of Peak-Period Volumes.

> "For no portion of a highway is it more important to know the volume of traffic in various movements during peak periods than for ramp junctions. Such knowledge is equally essential whether the problem involves the design of an adequate ramp or the analysis of an existing ramp. Hourly volume may be inadequate. The peak flow on one ramp may occur at a different time within the hour than the peak flow on the freeway served.
>
> In applying the procedures contained in this chapter to the solution of specific existing operational problems, then, peaking characteristics may be found critical, in which case a rate of flow based on a period of time shorter than one hour should be used. For design applications, on the other hand, the volumes used will normally be the estimated design hour demand for the future year." Id at 188.

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The manual states that ramps are the important input-output elements of the freeway, thus it is essential that accurate estimates of volumes are procurred to enable one to forecast the acceptable level of freeway flow in ramp terminal areas.

Without such information it is difficult to comprehend the basis of any approval of the connection of FAS 943 to the South Tigard Interchange. This failure to comply with accepted traffic engineering raises serious questions with respect to the accuracy of the entire study.

The only probable adverse environmental effect of Kruse Way on the South Tigard Interchange is set forth as follows:

> "Increased traffic volumes are expected for Interstate Highway 5 and the Beaverton-Tigard Expressway as a result of Kruse Way. Although the level of service of these facilities is not expected to be appreciably affected, there will likely be an impact on traffic utilizing the South Tigard Interchange. With the amount of traffic volumes expected to be diverted by Kruse Way, the South Tigard Interchange ramp terminal will need signalization, and the section between the ramp terminals on the Beaverton-Tigard Expressway will need relaning." EIS 70.

In a letter dated August 22, 1973, from Mr. Robert E. Royer, Planning Engineer, State Highway Division, it is stated that design

revisions are being recommended for the South Tigard Interchange if FAS 943 is constructed. There is no mention of whether funding is available for redesigning the South Tigard Interchange or whose responsibility it is to carry out the revisions. Furthermore, the information set forth in the letter suggests to us that adequate peak-hour information for interchange ramp analysis is not available. Mr. John Hanks of the State Highway Division has confirmed that information and projections for I-5, lane-one traffic were not available on August 30, 1973.

Mr. Hanks was sent a copy of our August 20, 1973, 3:33 p.m. to 6:34 p.m., one-minute interval, north to west traffic count of the existing loop in graph form, along with the same information graphed at three-minute intervals. (See Exhibit A). Subsequent conversations suggest the information has not been used. PL 91-190, §205(2) states that statistical information supplied by individuals should be utilized to its fullest extent.

Although Mr. Martin has requested critical ramp and turn PHT movements since early 1973 and has indicated concern over the capability of the South Tigard Interchange since early 1970, it was not until August 27, 1973, that some information was received

indicating what present information and studies the State Highway Division were utilizing for this project.

At that time a request was made for an extension of time for comments so that further private studies, as required by the Highway Capacity Manual, could be conducted and the accuracy of the EIS verified. This request was denied on two grounds: (1) such an extension would jeopardize the chances of beginning construction in May, 1974; and (2) in the opinion of Mr. John McIntyre, Public Works Department, Clackamas County, the studies we desire to conduct are not concerned with the environmental impact of Kruse Way. We submit that such an attitude is typical of the governmental approach to this entire project and is in direct conflict with the intent and purpose of NEPA. The following is a preliminary report on the efficiency of the South Tigard Interchange based on studies to date. We intend to submit a definitive report, based on additional studies, at a later date.

A study of the graphs supplied indicates a peak-hour flow for northbound to westbound traffic, between 4:37 p.m. and 5:37 p.m. of 620 "unweighted" vehicles including ten trucks with either four or five axles and nineteen smaller trucks and cars

pulling trailers which would cause a mechanical counter to record approximately another 25 cars.

The State has rated the proposed signal on the westside of I-5 through which the above traffic must flow as "D" level for 1993 using .94 G/C with a flow of 1,000 from the loop. This reflects an increase of only 35.5% in northbound to westbound traffic during the next twenty years.

Since it has been established that the State has not conducted the traffic counting compilation that the Highway Capacity Manual and/or the Traffic Engineers Handbook suggests their analysis is suspect.

We feel there are serious questions as to the State Highway Division's prediction that the afternoon, peak-hour, North I-5 to West Highway 217 traffic flow during the next 20 years will only increase by 355 vehicles.

The only way that this can be justified, logically, is on the assumption that the use of vehicles will be drastically curtailed in suburban areas and/or that other roads will be built which will reduce this traffic movement. Such justification is not discussed in the EIS.

As stated earlier, computational procedures set forth in the Highway Capacity Manual should be followed to determine future levels of service for I-5. The maximum rate at which a given traffic-flow element can service traffic is a unique, stable property. In the case of the South Tigard Interchange the Highway Division's estimates, even as inadequate as they appear to be, indicate flows near maximum.

The EIS has stated the ramps are to be signalized and the interchange is to be relaned. In 1970 a memorandum letter from Mr. Martin to Mr. Royer stated it was illogical to expect "a PHT of 1150 to flow through a signal with 30 minutes of green time." The 1150 figure, supplied by the State represented the projected 1990 A.M. peak-hour traffic. The 30-minute figure was a rough estimate derived on the basis, we believe, of 4 seconds of amber per cycle and 27 minutes green time allocated to the crossing south to east movement.

Channelization was also proposed at the point the "loop" lane joined the east to west lanes to prevent vehicles from abruptly moving to the left lanes. This proposed channelization and the short distance to the signal would have had the practical effect of reducing I-5 to 217 "loop" movement to one lane through a signal.

The August 15, 1973, preliminary revision to the loop location shows the point of joining to have been moved approximately 125 feet east and the loop moved approximately 200 feet east. Channelization is not shown and Mr. Hanks stated to Mr. Martin on August 30, that none is proposed. The "new" design makes it physically possible to move into left lanes approximately 200 feet sooner than at present, which should allow more vehicles from the "loop" to move through the signalized intersection by increasing storage and opportunity to utilize more than one lane through the signal; but this "physically" possible point is shown approximately 125 feet from the intersection of Bangy Road and FAS 943. This would make it possible for a car from the Bangy intersection moving 44 feet per second, 30 miles per hour, to reach, in approximately three (3) seconds, the point where loop traffic was being forced or desired through past waiting experience, to merge left. It takes approximately two (2) seconds to quickly look over your shoulder and focus and rturn to eyes forward position and focus. Thus, unexpected traffic from the intersection would seem a hazard requring channelization until the loop turning movement is completed. Without channelization, drivers

on the loop in the process of completing a 30° curve at the free moving rate of 30 miles per hour, which requires the focusing of attention on staying on the roadway, will, if quickly, attempting to merge left, subject themselves, and east to west traffic to undue risk. (This is being observed at the present).

Operationally, the effect of connecting FAS 943 to I-5 at the South Tigard Interchange is to downgrade an interstate freeway, state expressway, and an interstate interchange by the construction of a county facility. There is apparently no information available to the contrary. As early as 1970, Homer C. Chandler, Executive Director, CRAG, stated by letter:

> "Again, though the group representing the cities, counties and state accept the premise that in the not to distant future changes will have to be made in the interchange."

Although there has been apparent recognition of the problem for several years, the preparing agency has seen fit not to discuss and/or recognize the fact that interchanges have physical limitations, and that the South Tigard Interchange will be significantly affected by the connection and construction of FAS 943. They appear to be operating on the assumption that

any problems that may arise can be handled later. This short-sightedness is certainly not in keeping with the purpose and intent of NEPA. The cost of preparing a detailed EIS is certainly far less than the potential environmental and economic costs (and increased traffic hazards) that may result from Kruse Way. The least the public has a right to expect is that the EIS be based on fact, not "guesstimates".

Mr. Martin has attempted to obtain the "facts" since early 1970, as evidenced by the federal, state, and county files on FAS 943. However, it was not until August 27, 1973, that some of the material required to analyze the impact of FAS 943 on I-5 and Highway 217 traffic was made available to him. This unwillingness to disclose information and/or its unavailability, is sufficient by itself to require that the EIS not be approved. Prior to publication of the EIS county officials, through state officials, had assured Mr. Martin that "an elaborate traffic analysis will be contained in the draft of the Environmental Impact Statement". Typical is the letter of August 22, 1973, (sent third class mail and received by Mr. Martin August 27, 1973), wherein it is stated, in effect, that all traffic data needed for reviewing the South Tigard Interchange was included.

Without such information it is not possible to review, with any objectivity, the data contained in the EIS. The preceding gives a clear indication of the necessity of such review.

As is apparent from the preceding discussion, and is further apparent from any objective review of the EIS, many reasons exist for requiring disclosure of all the details in support of the EIS. One area we wished to explore was whether office buildings and other developments constructed since 1970 or now being constructed such as Washington Square and/or the resolution by Clackamas County for approximately 300 acres potential commercial, along with projected changes in land use West of I-5 had been properly considered in determining the traffic volumes set forth in the EIS; and if so, what were the computational procedures used.

In 1970, Mr. Jay Blair stated that the above changes, some consideration had been given to Washington Square, but none to the balance (he wasn't aware of the other developments).

On August 30, 1973, Mr. Hanks stated that proposed higher intensity land use intentions than existed when PVMTS G-5 F.T.S. was prepared and knowledge of the regional shopping center at Progress (Washington Square) did not affect the projections given in 1970.

This raises a very interesting question:

The Oregon State Highway Division Planning Section Intersection Capacity Analysis, prepared by "H.O.C." (8-13-73) and checked by "J.B." projects a flow of 1150 for A.M. peak-hour traffic for North I-5 to West Highway 217 movement. This is the same figure supplied in 1970 without taking any of the major developments, unknown in 1970, but now known, into consideration. The rationale for not updating the traffic data in light of the current and proposed data is certainly questionable. Logic would dictate that such developments would significantly effect traffic projections. Assuming this to be true, it follows that all traffic-flow data used in the EIS are potentially erroneous.

We find the traffic projection discussions of the EIS difficult, if not impossible to follow and/or justify by facts and logic.

Page 49 states:

> "For the Beaverton-Tigard Expressway, the projected traffic volume for 1975 is 21,000 ADT without the Kruse Way facility, and it is 24,000 ADT for 1992 with the proposed facility." (obvious date error)

Page 51 (concerning 1992 traffic utilizing the Beaverton-Tigard Expressway) states:

"If Kruse Way is not built, traffic volumes would amount to 40,000 ADT at a level of service "C". With the construction of Kruse Way, traffic volumes are expected to increase to 47,000 ADT."

Page 51 states:

"It is expected that in 1975, the average daily traffic (ADT) diverted to the interchange will amount to about 4,000 additional trips, and to about 10,000 additional trips in 1992." (Emphasis added)

Page 49 states:

"For 1992 traffic on Interstate 5 between the South Tigard and Haines Road Interchange is projected to be 55,000 ADT if Kruse Way is not constructed, and 58,000 ADT if it is constructed."

Page 49 (concerning Bonita Road) states:

"Kruse Way is expected to divert an ADT of about 3,500 in 1975, 4,200 in 1977, and 6,500 in 1992."

Page 38 states:

"Bonita Road, with a design capacity of 6,500 ADT, (the basis of this assignment is not readily apparent), is expected to exceed design capacity by 4,500 ADT." (by 1992 without Kruse Way)

Page 48 states:

"The daily weekday volumes (on Kruse Way) immediately east of Interstate 5 are anticipated to be 10,000 ADT in 1975 - 11,500 ADT in 1977 and 28,000 ADT in 1992."

Page 49 states:

"Diverted trips represent the difference between projected traffic volumes of the "no-build" and "build" alternatives."

If one attempts to correlate the preceding, it becomes quite confusing. For example, it is apparent that if one adds the difference between 40,000 and 47,000 to the difference between 55,000 and 58,000, it equals the 10,000 figure supposedly diverted to the Interchange and thus doesn't allow for any added southbound I-5 traffic. Since the inaccuracies contained in the EIS have been carried even to the Memorandum to the Environmental Quality Commission from the Director of DEQ, dated September 14, 1973, and attached hereto as Exhibit B, provisions for accuracy of EIS must be made. Making notes of comments from various persons and merely incorporating them in a statement leads to a confused EIS. For example, one of our comments made before most of the Environmental Unit personnel in February of 1973 and supported by projecting slides of documents now appears repeated inaccurately on page 27 and 28 of the EIS and page 5 of the September 14, 1973, DEQ memorandum. We stated that by application of Teeples & Thatcher, Inc. dated August 26, 1970, for amendment of the Develop-

ment pattern for the Oswego-West Linn Area of Clackamas County for approximately 230 acres for "potential commercial" as described by tax lot numbers, the Clackamas County Planning Commission by October 12, 1970, resolution granted the change along with including additional property to the south. We stated that newspapers reported 300 acres as the total acreage involved, but we couldn't accurately know from the resolution itself. Also, we mentioned that the Clackamas County Advisory Planning Commission had presented to the Clackamas County Planning Commission on August 1, 1971, a proposed much higher intensity use for the approximately 500 acres of relatively undeveloped property adjacent to the South Tigard Interchange than existing zoning allows. We emphasized that only the October 12, 1970 Planning Commission Resolution had any legal standing because as of February 1973, the proposed changes had not been adopted by the Planning Commission. Also, we emphasised that although the pattern change approval by the Planning Commission was stronger in effect than Planning Commission approval of a proposed zone change without a prior change in the Development Pattern, <u>the property was still zoned R-30 and R-20</u>.

The importance of this is that the justification for the Pattern Change is based primarily on the construction of FAS 943 as would be the actual subsequent change in zone. If the zone were already changed to commercial (as stated in the EIS and DEQ memorandum) for one-third of 500 acres (166.5 acres) then it could be developed as commercial property without the construction of FAS 943. Obviously, this would totally change "build" and "no-build" FAS 943 traffic projections.

In this conjunction, we call attention to Page 52, the Washington Square project proper, consisting of approximately 80 acres, and the prediction "that the new mall, by 1975, will generate 35,000 to 45,000 daily trips - a substantial portion of these trips will originate from the Lake Oswego area." Mr. Hanks has informed us that the update for "zone 219" was increased by 4,000 to 5,000 trips (two way) as concerned with the South Tigard Interchange on the basis of changes and projected changes in land use.

We continually are confronted with land use and traffic projection information which cannot withstand critical analysis. The above is only a small sample. Since future increased noise

and air pollution along with destruction of the natural environment are mostly dependent on land use intensity and traffic volumes made possible by FAS 943, then it follows that errors in predicting these parameters can be expected to have carried over into noise and air pollution predictions.

Adding credence to the above is the proposed action indicated in a DEQ memorandum (see Exhibit B) which is asking that construction of Kruse Way be enjoined until further studies are conducted.

The fact that improvements to the South Tigard Interchange will be required appears indisputable. This being the case, the question arises as to the how these improvements are to be funded. Several attempts have been made to determine exactly what agency is responsible for whatever improvements must be made to the Interchange, however, only evasive answers have been received.

Mr. Simpson, Division Engineer for the FHWA in 1970, (now deceased) indicated by letter that the connecting road is responsible for any improvements needed at the interchange. The county has taken the position that it has no responsibility for

the South Tigard Interchange. An EIS is required to set forth all costs, to include the costs of collateral improvements necessitated by the project under consideration. Therefore, the cost projection must take into account the probable requirement of right-of-way acquisitions and construction costs for interchange improvements. Recent erection of buildings in the area of the southwest quadrant of the interchange has already seemingly precluded the addition of an inner loop under consideration as a method of eliminating the crossing of North I-5 to West Highway 217 traffic by South I-5 to East FAS 943 traffic. After state and county approval of FAS 943, approximately 300 acres East of I-5 at the Interchange was reclassified from R-30 and R-20 property to potential commercial by the Clackamas County Planning Commission. (It is still zoned R-20 and R-30 though). Without some immediate safeguards being implemented to preserve right-of-way an untenable situation may arise similar to that which has occurred within the City of Tigard's jurisdiction.

The State Highway Division's failure to notify Washington County and the City of Tigard of possible interchange right-of-way requirements has resulted in buildings being permitted

which precludes logical expansion of the Interchange (as it pertains to the above-mentioned "crossing" movement). This failure to promptly notify the agencies responsible for building permits and zoning that further right-of-way may be needed while personnel were studying this possibility is inexcusable. Instead, Washington County's concerns as stated by letter of April 13, 1971, were answered by State Highway Division letter of May 6, 1971, which stated that "if" changes do become necessary at the existing interchange, they should be of a minor nature - no additional right-of-way would be required.

It appears that few county, state and/or federal agency personnel have sufficient knowledge concerning space requirements and cost for various interchange configurations and it further appears they assume that at the South Tigard Interchange those responsible (whoever they may be) have made adequate provisions for the future and even if not, that when the traffic problem becomes great enough it can be solved.

V. CONCLUSION.

Our comments have illustrated the deficiency of the proposed EIS in several areas.

It is our belief that this EIS is an excellent example of the fallacy of allowing a draft EIS to be prepared by the agency or agencies which expects to benefit from its approval. The EIS, by making no study of alternatives reflects a basic assumption on the part of the preparing agency that the project will be built and that the preparation of an impact statement will have no effect on the decision of whether or not to build and/or modify the design of the proposed project.

A recognized purpose of NEPA is to ascertain whether environmental damage (to include increased traffic hazzards) will occur, and if so, whether the proposed project will minimize such "damage". To ascertain this NEPA requires that all pertinent environmental factors be disclosed, in sufficient detail, so that the decision-maker can determine whether or not to approve the project. See Natural Resources Defense Council, Inc. v. Morton, 458 F2d 827 (D.C. Cir 1972). Many times it has been stated that "at the very least NEPA is an environmental full disclosure law." Environmental Defense Fund v. Corps of Engineers, 325 F Supp 749 (W.D. Ark 1971). As we have repeatedly pointed out in our "comments" there has been no disclosure of

the basis for the self-serving, generalized statements of the EIS. Furthermore, there is no indication of what documents or studies were used to base their assumptions on, aside from a generalized list of references contained on the last two pages of the EIS.

We, therefore submit that:

1. The U.S. Department of Transportation accept the responsibility of preparing the EIS pursuant to the requirements of NEPA and 49 USCA §1651;

2. Alternatives be studied to the proposed location and design of FAS 943 so that a reviewing agency and/or the public can ascertain whether environmental damage has been minimized;

3. In preparing the EIS adequate consideration be given:

   a. To the realization that interchanges, to include the South Tigard Interchange, have physical limitations and that such limitations are an important factor in determining the propriety of connecting a county facility to an interchange servicing a freeway and an expressway;

   b. To eliminating the glaring factual inconsistencies of the first draft EIS and to compiling accurate

traffic-flow data which can logically be analyzed by a reviewing decision maker;

c. To ensuring that adequate right-of-way preservation is considered with respect to the South Tigard Interchange;

d. Funding of the entire project to include design modifications and improvements to the STI and the construction cost of all alternatives studied and/or any design modifications which may be proposed for Kruse Way.

In light of our recommendations, the following discussion may be helpful.

We recognize that although the scheduled widening of I-5 to six lanes in the vicinity of the South Tigard Interchange and the completion of I-205 should have a reducing influence on lane one traffic flows upstream of the diverge and merge points, ramp volumes should not be affected. On September 6, 1973 between 5:00 and 5:30 P.M. the Highway 217 to I-5 southbound ramp was observed to be on a "stop and go" basis. With I-5 lane one traffic and the density downstream of the merge point resulted in marked slowing in lane two. In order to increase the service volume (maximum number of vehicles that can pass over a section

of roadway) of the ramps significantly, freeway lanes would need to begin and end at the ramp merge and diverge points, some increase in service volume could be expected by extending lanes (auxilliary lanes) from on ramps to the next off ramp, but this would depend on volumes at the upstream and downstream interchange ramps. The widening of a freeway in itself doesn't insure increased ramp service volumes unless freeway volume doesn't increase. Hence, before construction of the new Bonita Road overpass careful attention should be given to space requirements for additional lanes.

If FAS 943 is connected to the South Tigard Interchange the result will be a partially grade separated multi-leg intersection consisting of three "diamond type" ramps and one interloop "cloverleaf type" ramp.

In 1993 the PHT traffic projections for FAS 943 plus Bangy Road and the south leg of I-5 are less than 225 for each of the two movements involved. Obviously any significant commercial or high density residential development immediately east of I-5 is not compatible with these projections. Since the total 1993 projection for P.M. peak-hour volume for the ramp to southbound I-5 is 1,370, which is the range of the ramp service volume as can be verified by Table 8.1 of the Highway Capacity Manual, and unlike

Lake Oswego traffic which can choose several interchanges, Washington County traffic is highly dependent on the South Tigard Interchange; it seems incongruous for Clackamas County to be proposing high intensity land use dependent on the South Tigard Interchange. An interchange which because of buildings on the westside of I-5 and funding problems defies efforts to propose acceptable plans for increasing service volumes significantly.

Respectfully submitted,

Charles D. Ruttan, Attorney
for Gordon R. Martin

CDR:scs
CC: Honorable Thomas McCall
U.S. Secretary of Transportation
Council of Environmental Quality, Washington, D.C.
Oregon State Highway Division, Environmental Unit
Clackamas County Board of Commissioners
Clackamas County Planning Commission
Clackamas County Public Works Department
Washington County Board of Commissioners
Washington County Planning Commission
City of Tigard
Columbia Region Association of Governments
City of Lake Oswego

Lake Oswego Citizens Group Inc.

P.O. Box 1181

Lake Oswego Oregon 97034

September 20, 1973

State Highway Division
Environmental Unit
Salem, Oregon

Re: Comments - Draft Environmental Impact Statement, S. Tigard Interchange - Boones Ferry Rd. Sec. (Kruse Way), Clackamas County Oregon.

Gentlemen:

After reviewing the Kruse Way Draft Environmental Impact Statement, the Lake Oswego Citizens Group feels that in its present form the report should be classified as Category 3, (inadequate), under the NEPA rating for the following reasons:

I. The EIS has not complied with government agency Guidelines:

A. No alternative routes are analyzed other than "no build" even though:

1. Specific requests were made for alternative studies of other routes at the official public hearings in 1969-70 on Kruse Way (FAS 943) in compliance with the 1969 FHA Policy and Procedure Memorandum.

2. An "unresolved conflict" exists regarding the purpose of the proposed road, questioning whether it is a local arterial of a link in a proposed Oswego Bypass. This situation requires a study of alternatives. (See P. 10 and 18, Environmental Impact Statement Guidelines).

B. No consideration is given to alternate means of transportation as outlined in the NEPA Guidelines, (P. 48, EIS

Guidelines), although specific requests were made to concerned agencies to include a study of bus transportation through the Kruse Way area with a possible park and ride station in the immediate vicinity.

C. The significance of generating more automobile and truck traffic, (Draft EIS p. 13), is not fully discussed as an environmental impact.

D. The EIS fails to include an analysis of how the long-term demands for urban services in this area, if opened to unplanned development, places a strain on adjacent areas.

E. The large block of land between I-5 and Boones Ferry Road should have been considered an undeveloped natural resource. Bisecting this area with Kruse Way before appropriate city and county agencies have finished current planning studies would foreclose future options.

II. The Impact Statement is incomplete, inaccurate, or vague in many instances:

A. Facts have been omitted which are pertinent to the question of whether or not Kruse Way was considered, from its inception, to be a link in a Lake Oswego freeway (bypass).

1. The EIS failed to detail a reference to a computer study that related the impact of Kruse Way to the proposed Multnomah-Johnson Creek Expressway.

2. The Statement was vague in the application of PVMTS counts on Kruse Way of 28,000 ADT for 1992. Did these figures depend on the concept of a bridge across the Willamette River? (P. 13 Draft EIS).

3. The Statement neglected to include traffic estimates from the Lake Oswego Department of Public Works which show a projected 12,000 ADT in 1990 at Boones Ferry and the Kruse Way exit. (Environmental Dev. Plan - PAS 943 - Aug. 1972).

B. Traffic studies representing Kruse Way as a local facility did not clarify the real flow of traffic. Destinations east of Boones Ferry were not separated into useable data for analysis.

C. The EIS failed to emphasize the conviction of an EIS unit member knowledgeable in archaeology that this area might well prove to be a site of significant archaeological history of the Tualatin Indians.

D. There was no mention of the fact that a portion of the area contiguous to the proposed Kruse Way Corridor has been used for several years as a recreational area by regional Girl Scout units for their summer day camp activities.

E. The EIS failed to point out that the City of Lake Oswego and Clackamas County are currently revising their comprehensive plans. As yet, they have not been completed or accepted. CRAG is also revising their land-use plan for the region.

F. There is no evidence in the EIS that proper engineering studies have been requested or undertaken to insure that the dangerous Tigard, I-5 Interchange be redesigned to meet with federal guidelines for freeway interchanges.

The Lake Oswego Citizens Group feels that for the reasons stated above, and in the attached Fact Sheet, further study must be undertaken of the Kruse Way project. We do not deny that residents of Bonita Road need relief from heavy traffic and noise. However, we feel that the effort to relieve this unfortunate situation must be made by first defining the real needs of the entire area and then planning accordingly. This has not been done, nor has the EIS done an adequate job in analyzing the situation. We recommend that plans for Kruse Way be re-evaluated.

LAKE OSWEGO CITIZEN'S GROUP, INC.

By_____

KRUSE WAY ENVIRONMENTAL IMPACT STUDY

FACT SHEET

P. 1. (2) In addition to the "purposes of the proposed project" listed, available data shows that another likely purpose of this road is to serve as the first link in the proposed Lake Oswego Bypass. This should be included. The impact of such a facility would require a new impact study to be done of the whole Oswego-Milwaukie-Oak Grove area. Also under (2), "to reduce traffic on Bonita Road and other local streets"---; as this is written, one might conjecture that Bonita Road is another local street. It should not be categorized as such since it has been the main route from Lake Oswego to Tigard, Beaverton and points west.

P. 2. (h) Bonita Road is very likely the only street that will have traffic diverted from it. All others will show an increase resulting from the impact of the new facility. The Mountain Park area,

Fosberg Road and Carman Drive will be connectors to this facility; on the southeast it is natural that the traffic will continue to use Waluga Drive, Quarry Road and other connector streets in order to avoid the traffic signals planned for Kruse Way.

P. 3. (4) ALTERNATES

This paragraph is ambiguous. It talks about Kruse Way as if it were one alternative. The only alternative actually suggested for the project is the "no build".

P. 6. Events leading up to the present should also include:

1. Feb. 21, 1969. In an executive committee meeting of CRAG:

(Discussing Oregon State Highway Dept. I-5---Boones Ferry Connection) Mr. Schumacher moved, and Mr. Kyle seconded the motion that this matter be tabled and that the State Highway Department be requested to: (1) Locate a definite route for

the connection to follow; (2) Test the proposed highway on a computer model to determine the volume of traffic it will carry and its effect on the proposed Multnomah-Johnson Creek Expressway. Motion carried unanimously.

2. March 20, 1969. Regarding the Bonita Interchange-Boones Ferry Road Corridor: A letter from Forrest Cooper, State Highway Engineer to Homer Chandler, CRAG, confirmed that the route had been included in a test system of the PVMTS and judged to be compatible with the transportation plan being formulated at the time.

Comment: The proposed Clackamas County Comprehensive Plan states on P. 127 that the PVMTS indicated a need for a freeway from the Bonita Interchange to McLoughlin Blvd. The Kruse Way route approximates closely this freeway alignment. We would like answered the question whether or not the computer model test was done to test the effect of Kruse Way on the proposed Johnson-Creek Expressway because it was being anticipated that the Kruse Way "corridor" would be a link in the Lake Oswego

Freeway (bypass); if this answer is negative, we would like to know what the purpose was for such a computer study.

P. 9. Comprehensive General Plan for Lake Oswego (Oregon, 1963) This road improvement should be studied as an alternate route. Not only is it shown in the Comprehensive Plan for Lake Oswego but it was also requested, at the time of the public hearings on Kruse Way, that alternative routes through this area be studied.

P. 10. The assumption that the intended purposes of the 1963 plan are the same as for Kruse Way is invalid until all of the County's intended purposes for Kruse Way are verified.

P. 12 Par. 1 Giving preference to through traffic defeats the stated purpose of theroad "to reduce traffic on local streets".

Par 1. Access points should be located not only at the discretion of Clackamas County but also at the discretion of Lake Oswego since the EIS state that the "proposed facility would someday be wholly within the limits of Lake Oswego."

P. 13. Projected traffic volumes are incomplete. ADT counts are computed for Kruse Way near the intersection with I-5. A computation must also be made for Kruse Way near its intersection with Boones Ferry Road. A significantly lower count would be expected.

P. 28 Fig. 5 Inclusion of census Area 5 appears to be unnecessary.

P. 32. Par. 1 Despite the fact that the Lake Oswego Bypass Bridge proposal has been deleted from the "proposed" Clackamas County Comprehensive Plan, Planning Director, James Hall, did outline to his planning commission (when he presented the "Transportation Element" of the Plan to that body) how this bridge would be realized --- by building sections of the road in phases, one project at a time, from I-5 to the river. In this way he explained that enough traffic would be generated to justify a bridge. Kruse Way appears to fit well into the plan.

P. 39 A traffic count should also be included of traffic on Galewood Street since it is the direct link between Carman Drive and Boones Ferry Road just as Bonita Road is the direct link between Carman Drive and I-5.

The 1972 count (Dept. of Public Works) is 1,953 on Galewood.

P. 39 This survey is inadequate since the Lake Oswego area east of Boones Ferry Road includes a large area of Lake Grove. A breakdown was not made of these areas. This should be done in order to determine how many Lake Grove area trips, to and from east of Boones Ferry Road, are expected to utilize Kruse Way; the same study should include Lake Oswego residents coming from the direction of Country Club Road. In attempting to move traffic to and from this east Lake Grove area, via Kruse Way, a substantial increase in traffic past the Lake Grove School might be expected.

The proposed traffic signals at the Intersections of Kruse Way with Boones Ferry and Carman Drive, however, will, no doubt, deter people from utilizing Kruse Way. Instead, there is a probability that there will be no change in previous traffic patterns in trips to and from the east Lake Grove area, as well as those west of Boones Ferry Road. In this way, traffic signals will be avoided and only one or two stop signs will be encountered, depending upon which route they use.

P. 42. The visual impact from the erosion which is expected to occur would be avoided in part by using a contour design. A request for this change has already been made by the Lake Oswego City Council in a letter to the Clackamas Public Works Department.

P. 43. Conclusions on erosion studies should have been included in this draft statement.

P. 43. Economics and Land Use.
The development of Kruse Way, on the contrary, will not necessarily provide ready access to and from the properties in the project area. Kruse Way was originally designed limited access and no final decisions have been made on access points according to this EIS.

P. 47. The fact that Bonia Road is projected to have as high or higher traffic volumes in 1992 than at present, indicates that building Kruse Way is not solving the long range problems of Bonita Road.

P. 47 On the contrary, traffic will be slowed down with the introduction of traffic signals.

P. 48. This paragraph is complete. 1972 Estimated Traffic Volumes for the year 1990 by the Lake Oswego Department of Public Works are 12,000 vehicles per day for FAS 943 (Kruse Way).

P. 49. Par. 1 Fosberg Road and Carman Drive are both collector streets. Contrary to the statement that traffic is expected to be diverted "from" these streets by Kruse Way, traffic will be substantially increased by future Mountain Park development.

P. 51 The South Tigard Interchange is known to be a serious traffic hazard. There is a high accident rate in the area. Enclosed with this Fact Sheet and Questions is a letter from Mr. Meng, Washington County Public Works Department which details the problems of the interchange. The EIS should spell out in detail what steps will be taken and by what agency, to correct the problems at this interchange.

P. 52. The statement need not include trips expected to be generated by Washington Square from other areas, but

should be specific as to how many trips are predicted from the Lake Oswego area.

Also, the EIS has failed to mention that the Lake Oswego City Council has approved a PUD which includes a shopping center of approximately 34 acres in Mountain Park, which will provide the Lake Oswego area with facilities similar but on a smaller scale to Washington Square. This could have an impact on predicted trips to Washington Square from Lake Oswego.

Figure 9 — The 1970 Suspended Particulate Isopleth shows that much of the Lake Oswego area exceeds the Particulate Ambient Air Standard. Introducing a freeway-type facility into Lake Oswego with accompanying pollution factors must be more thoroughly studied as to its impact on the city.

P. 57. — Since measurements of existing ambient levels of carbon monoxide and other pollutants were not complete at the time this EIS was published, we would assume that comment will be accepted from the public on this subject in the final statement, as well as on the other studies which had not been completed.

P. 59
Table 7

An omission has apparently been made in not conducting a sound level analysis on the south and west slopes of Mountain Park and on Collins Way near the Lake Grove School.

P. 69
Par. 1

A cost analysis outline should be included in the EIS to determine whether the cost of services to the area will negate the stated beneficial increase in the tax base.

P. 69.
Par. 2

There are only two homes on Galewood Street and they are situated immediately east of Quarry Road; therefore the traffic pattern should be of no more concern than that of Quarry Road residents living just west and south of Galewood.

Par. 3

The visual impact of this "prominent view of a major arterial highway" will likely destroy, rather than decrease scenic values for families living close or in the Mountain Park area.

P. 71
Par. 2

What is the advantage of realigning the facility in order to follow a section line? An analysis of whether this

alignment is really an improvement over the Galewood Street alignment should be included. The Lake Oswego City Council has requested the County to restudy the connection of Kruse Way to Boones Ferry Road. This should be done.

P. 72 2. Clarify what is meant by "new major traffic generators".

4. The local streets referred to should be listed.

P. 73. Par. 3 Where will the increased accessibility be, and where will traffic be diverted from, other than from Bonita Road?

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221
(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
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COLUMBIA COUNTY
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Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

September 24, 1973

Mr. L. H. Young
Oregon State Highway Division
Highway Building
Salem, Oregon

Re: South Tigard Interchange - Boones Ferry Road
Section (Kruse Way) Environmental Impact Statement

Gentlemen:

The above-described environmental impact statement has been reviewed for compatibility with the Interim Regional Development Plan and for coordination with plans of appropriate local jurisdictions and agencies. At its meeting September 21, 1973, the Executive Board recommended approval of this statement with the following provision:

> That the CRAG Staff meet with the Environmental Division of the State Highway Department and resolve several deficiencies in the EIS; and that direct comments from Lake Oswego should be included.

It is understood that this project is a desirable section of the regional transportation system and the provision does not imply any opposition to this project but will improve the data presentation in the Environmental Impact Statement.

Sincerely,

A. McKay Rich,
Acting Executive Director

AMR/mhm

Attachment (recommended modifications to EIS)

eptember 26, 1973

:: G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
J.H. Versteeg
Don Byard
H.S. Cox
N. Chase
B.L. Gifford
M.J. Klotz
L.W. Rulien

V. STAFF REVIEW AND RECOMMENDATIONS:

	Satisfactory	Request Revision	Unknown
1. Compatible with adopted regional goals and policies.	X		
2. Meets priority need in the area.	X		
3. Anticipated return justifies expenditure of time and money.			X
4. Not duplicative of other programs.	X		
5. Compatible with interim development policy.	X		
6. Compatible with local plans.	X		

RECOMMENDATION:

It is recommended that the EIS be modified by more fully explaining the following items.

1. The second purpose of the proposal is -- "to provide for efficient land usage and property development. . .". The EIS does not explain how construction through an undeveloped area causes this efficient land usage and property development.
2. Noise level standards will be exceeded at the Carman Drive intersection; but the EIS does not indicate what, if any, remedial measures could be taken.
3. The significant reduction of noise level on Bangy Road (Site C) because of traffic diversion, appears to conflict with the statement that Site C has high noise levels because of its nearness to Interstate 5.
4. The omission of the area immediately to the west of this project (307) from the EIS study area is not consistant with the inclusion of extensive areas of Lake Oswego (201, 202, 204) and areas adjacent to West Linn (205).
5. Capital costs and cost benefits are not given in the report.
6. The EIS did not relate the project to other modes of transportation.
7. The relationship of this project to the Lake Oswego Bypass is not clarified in the EIS. Additional statements are needed to explain their relationship.

COMMENTS:

The Kruse Way (south Tigard interchange-Boones Ferry Road Section) Federal Aid Secondary #943 was initially approved by the Executive Board on April 18, 1969, and again on April 17, 1970 as an A-95 project. This project is a desirable section of the regional transportation system and the recommendations for the EIS do not imply any opposition to this project but will improve the data presentation in the EIS.

CRITIQUE BY THE OREGON ENVIRONMENTAL COUNCIL OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR F.A.S. 943, S. TIGARD INTERCHANGE - BOONES FERRY ROAD SECTION, OTHERWISE KNOWN AS KRUSE WAY

Introduction

The Highway Commission is to be commended for their progress in achieving the purposes of the National Environmental Policy Act of 1969 (NEPA), as reflected in the draft environmental impact statement for F.A.S. 943, Clackamas County. This draft impact statement represents a much more balanced viewpoint than have previous environmental impact statements originating in the Highway Commission. The tendency of earlier impact statements to use the medium for touting the virtues of a particular project has largely been abandoned in this statement. The negative impacts mentioned here are presented generally dispassionately and with no attempt to minimize their severity. The "no - build" option, often receiving little but lip service (and just as often simply ignored) in past statements on highway projects, is here given almost equal attention as the proposed road. As a whole the statement represents a significant step towards divorcing the impact evaluation function of the agency from the advocate function. If only the decision-making function - the Commission itself - could be made as separate from the advocate function when passing on the desirability of a new highway, environmentalists and all citizens interested in balanced transportation planning could rest more assured that the transportation planning decisions were being made in an atmosphere of how to achieve the optimumly efficient transportation system with the least cost and smallest adverse social, environmental, and economic impact.

Though the draft statement is to be praised for being more in tune with the letter and spirit of NEPA, we feel that it is yet seriously deficient in many areas that are crucial to the transportation planning decision. We outline these deficiencies not to belittle the progress made in learning to prepare impact statements, but to point out that much more progress has yet to be made before we can truly say that the environmental impact has carefully been evaluated so as to fully comply with NEPA.

General Comments

The draft environmental impact statement for F.A.S. 943 still shows the effects of the tunnel vision that has characterized Oregon transportation decisions since World War II. Transportation planning, the science of moving people, is still viewed as the science of how best to move automobiles. Highway planners need to keep in mind that, despite the prominence of the automobile in our society and the near sacrosanctity of the highway trust funds as the source of the public transportation dollar, it is people

who want to move from point A to point B, not automobiles divorced from the people who use them. This automobile compulsion results in the whole panoply of other transportation options present in other countries being almost completely ignored in American transportation planning circles. As a general comment, the entire draft statement, in tone and content, suffers from this confusion of transportation planning with automobile-accommodation planning. In the entire 76 page statement, plus appendices, barely four lines are devoted to other modes of surface transportation. (p. 35)

Specific Impacts

Land Use. The single most significant impact caused by the construction of F.A.S. 943 will be in its alteration of the use of the land around which it is proposed to be constructed and in the larger area it serves. The statement is clear in pointing out the likelihood of change in land use patterns, but we feel it is deficient in two major respects. One, it is in error in emphasizing the destruction of the present use of the area proposed for construction while de-emphasizing the impact of the highway on the long-term development pattern of the area. The area is now zoned mostly for medium density single family residences, and that kind of development, consistent with the growth of the rest of the Lake Oswego area, could be expected to occur there if no road is built. But that kind of a development is clearly impossible around a major through artery such as the proposed Kruse Way, not only because of high land values around an arterial but also because of the adverse environmental impacts of the road which make living near it undesirable. The statement, by throwing back on the county and city of Lake Oswego the onus for resisting the inevitable pressures for strip commercial development, pressures which have not been resisted elsewhere, does not properly evaluate the likely environmental impact of the new road. The result of this kind of abdication of responsibility for adverse impact is public discussion ten years hence characterized by mutual blame-throwing by the responsible agencies when all the irremedial land use abuses have already occurred. The public deserves a transportation planning process that is more carefully coordinated so that adverse impacts can be minimized and reliance is not placed on agencies and localities ill equipped to avoid these impacts after the fact. At the very least the public must be informed that adverse impacts (in this case strip commercial development) are likely to occur unless local planning bodies are vigilant and significantly strengthened. Too, the draft statement makes no mention of the citizens' movement in Lake Oswego and its surroundings which is actively seeking to maintain the present character of the community and resisting increased commerce and higher population densities. A large

segment of the community feels that the years in which the decisions to build Kruse Way were made by local bodies represented the tail end of the "growth at any cost" philosophy, no longer widely shared in the community. The suggestion that the land use impacts of the Kruse Way proposal are consistent with the past pattern and rate of growth in the community ignores that this past growth may no longer reflect community goals. The draft statement reflects the Highway Commission's lack of imagination in finding ways to work with local communities to direct growth along arteries in ways consistent with local goals.

Traffic Volumes. We find it difficult to believe that traffic on Boones Ferry Road is likely to decrease as a result of Kruse Way (p. 49). Where is the eastbound traffic (increased by the existence of Kruse Way) going to go when it reaches Boones Ferry Road at the eastern terminus of Kruse Way? It cannot disappear, but must go to increase the already overcrowded conditions on Boones Ferry Road. By building an improved facility into an already crowded road system, we wonder whether the Highway Commission is not simply preparing the way for expanding the road system from Boones Ferry Road to the Willamette River and beyond, thus accomplishing piecemeal what has consistently been rejected as a whole -- the cross-Oswego expressway and new Willamette crossing. This failure to mention the destination of the increased eastbound traffic generated by Kruse Way suggests this possibility.

Air Pollution. We look forward to the increased data on air pollution to be published in the final draft, for we find the present analyses and predictions to be too sketchy to merit serious consideration.

It is alarming that all the predictive studies on air pollution are made with the assumption that the Federal automobile exhaust standards will basically solve the air pollution crisis. This assumption that the Federal controls will be effective is based on several hypotheses, none of which have ever been tested in fact. We should not construct a transportation system that can produce life-threatening consequences by a failure of the assumptions or effectiveness of another unit of government over which we have no control. At the very least, air pollution projections should be made as alternatives depending on the effectiveness of the Federal program -- e.g., 25% effective, 50% effective, 75% effective, etc.

Noise. When the environmentalists all over the state have been following for months the development by the state Department of Environmental Quality of proposed noise standards to be enforced for, among other things, state highway projects, we are surprised that the draft statement indicates total ignorance of

any authority on noise beyond the Federal highway standards cited at pages 58 and 59. The proposed state standards will be considerably more strict, and Kruse Way as presently designed, already in violation of the Federal standards in one area, would be far in excess of state standards from the day it opened. The proposed regulations state, "Any new roads will comply immediately." We expect in the final draft to see in detail the way in which it is planned that Kruse Way will be brought into compliance with the state standards.

Alternatives

NEPA requires considerations of alternatives as part of the evaluation of environmental impact. This statement as many others is most seriously inadequate in this respect.

1. The only alternatives considered in the draft statement are building Kruse Way as planned and the "no - build" option. Other configurations that are not considered which need evaluation for a full assessment of environmental impact of the project are:

A. A smaller road (as suggested in the Comprehensive General Plan for Lake Oswego (1963)) between Bonita Road and Meadows Road. Apparently, this alternative was considered in early deliberations and rejected, but there is no mention of the basis of this rejection in the draft statement.

B. A road connecting Mountain Park, where major growth is now concentrated, with the South Tigard interchange.

C. A smaller road connecting the South Tigard interchange with Carman Drive, and the opening of Carman Drive on to Boones Ferry Road.

2. No alternative means of transportation were considered, including bus, bicycle, or rail. Since much of the traffic on Kruse Way would terminate in only a few core areas -- Portland downtown, Washington Square, Mountain Park, and Lake Oswego -- the area may be ideal for mass transit planning.

3. An alternative that would more closely follow the lay of the land without the unsightly cut and fill of a high speed highway, inconsistent with a residential community, is not considered.

4. Limiting access on the proposed road to control commercial strip development is not considered. Perhaps these and other considerations were ignored because of the budget restrictions inherent in the Federal -- Aid -- Secondary System, but these parameters should be made clear.

Likewise, means of controlling land use other than relying on localities were not mentioned. If the county or Highway Commission were to buy all surrounding land adversely affected and then sell it or lease it back to persons under covenants restricting them to compatible uses (as does the Port of Portland around Portland International Airport to control noise impact), most of the noise impact and adverse land development pressures could be avoided.

City of Lake Oswego

October 12, 1973

Mr. R.L. Schroeder
Assistant State Highway Engr.
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

I am writing to you in reference to a document for proposed land use which was included in the environmental impact statement for the South Tigard Interchange-Boones Ferry Road Sec. (Kruse Way). The City Planning Commission recently approved a 75 lot subdivision located between Country Club Road and Wembley Park Road, a significant portion of which you show as bring identified by the City of Lake Oswego's Comprehensive General Plan as parks and open space.

I would like to take this opportunity to advise you that the detailed graphics that are represented on said document do not coincide with the general policies of development for the area as set forth on the City's Comprehensive General Plan (see attached). I bring this to your attention in order to correct the record and to assure against any misunderstanding which might result from what appears to be an error in the drafting of the document to which I refer.

As you know, a Comprehensive General Plan is a most flexible document and has been regarded as such by land use planners in order to give Cities and Counties optimum latitude for the implementation of the growth policies proposed. The success of this principle has proven to be beneficial in that the City of Lake Oswego has, within the past five years, been able to purchase a 28-acre park site immediately to the west of the open space shown on your map, thus achieving what should be considered as a major step in the implementation of the City's General Plan for the area.

I realize that the environmental impact statement was not developed for the purpose of evaluating the City's open space policies in regard to the acquisition of park lands, but I do feel obliged to correct the record (no criticism intended) in order to prevent any misunderstanding between residents of the area and the City should the document in question be referred to for the purpose of questioning the City's efforts in preserving the open space characteristics of the general area in question.

Thank you for your cooperation in this matter.

Sincerely,

Robert H. Mahoney
Planning Director

RHM:mlk
cc - N. Croy, Asst. City Mgr.

APPENDIX E

REVIEW OF CORRIDOR AND DESIGN PUBLIC HEARINGS

Review of Comments Received at Corridor Public Hearing

The comments generated by public agencies and private individuals at the Corridor Public Hearing can be summarized as generally in favor of the proposed project. The project was endorsed and supported for two basic reasons. As stated in the comments, 1) the route will provide a faster and safer travel between the Lake Oswego area and Interstate 5, and 2) the proposal will serve a rapidly developing area within the city of Lake Oswego. These two factors were repeatedly cited throughout the Corridor Public Hearing.

Although general support for the proposed project was expressed, several individuals requested minor changes in the proposed route. These requests included that access be provided to the area south of the proposed route, that the area of Galewood be kept intact, and access to property between the South Tigard Interchange and Carman Drive be provided. Two individuals also suggested that the proposed project would disrupt properties and create small triangular land segments. It was suggested that minor realignment of a curve on the proposed route could eliminate some of the triangular remainders.

Review of Comments Received at
Design Public Hearing

Comments voiced during the Design Public Hearing exposed negative feelings toward the proposed project. Area residents felt the proposed project was not logically located in order to accomplish its function. One commentator suggested the proposed project should connect with Country Club Road in order to handle traffic in the future whereas the proposed project will only serve the present traffic.

The question of appropriate land use was raised by two individuals. The problem of triangular plots formed by the proposed project was labeled as unnecessary division of land, an unwarranted act, and limiting possible future development of the land. It was also suggested that the division of land would isolate children from schools resulting in the need for organized transportation.

A homeowner in the area stated that the proposed project would come within a short distance of his water supply and, consequently, the water source for his house would be lost.

A comment was directed to the perpetuation of a hazardous intersection at South Tigard Interchange. The existing interchange was labeled as inadequate and that the proposed project would only add to its inadequacy.

The city of Lake Oswego voiced the only comment in favor of the proposed project.

Two final comments made during the Design Public Hearing had no bearing on the proposed project.

LIST OF REFERENCES

Bartle Wells Associates. Financing Plan: Unified Sewage Agency, Washington County, Oregon. San Francisco, February, 1970.

Bureau of Municipal Research and Service. Comprehensive General Plan: A Summary Report. Prepared for the City of Lake Oswego, Oregon. University of Oregon, 1963.

Clackamas County Planning Department. Comprehensive Plan: Clackamas County, Oregon. Oregon City, August, 1971.

The Planning Background: Water and Sewage for Non-Urban Clackamas County, Oregon. Report prepared in cooperation with Cornell, Howland, Hayes and Merryfield. Oregon City, May, 1970.

Columbia Region Association of Governments. The Urban Outdoors: Proposed to the Portland-Vancouver Community for a Metropolitan Park and Open Space System. Portland, June, 1971.

Cornell, Howland, Hayes and Merryfield. Engineering Considerations: Water and Sewage for Non-Urban Clackamas County, Oregon. Seattle, May, 1970.

_____. Traffic Safety Study and Arterial Street Plan. Prepared for the City of Lake Oswego, Oregon. Corvallis, January, 1970.

Dobson, Clifford B. and Charles C. Dawell. Mountain Meadow-Lake Oswego, Oregon: A Planned Community in Clackamas County. Salt Lake City, October, 1972.

Edwards, Eldon. FAS 943: Boones Ferry Road. Report prepared for the City of Lake Oswego, Oregon. Lake Oswego, 1973.

Hart, D. H. and R. C. Newcomb. Geology and Ground Water of the Tualatin Valley, Oregon. US Geological Survey Water Supply Paper 1697. Washington, DC: United States Government Printing Office, 1965.

Lake Oswego Chamber of Commerce. Lake Oswego Classified Business and Professional Directory. Lake Oswego, 1972.

Lake Oswego, Oregon. Zoning Code. Ordinance No. 781.

Lake Oswego Planning Commission. Environmental Development Plan for Lake Grove-Tigard Expressway (FAS 943). Lake Oswego, August, 1972.

MacFarlane, Robert Duncan. Lake Oswego Central Business District Plan. Lake Oswego, July, 1967.

LIST OF REFERENCES

Bartle Wells Associates. Financing Plan: Unified Sewage Agency, Washington County, Oregon. San Francisco, February, 1970.

Bureau of Municipal Research and Service. Comprehensive General Plan: A Summary Report. Prepared for the City of Lake Oswego, Oregon. University of Oregon, 1963.

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Cornell, Howland, Hayes and Merryfield. Engineering Considerations: Water and Sewage for Non-Urban Clackamas County, Oregon. Seattle, May, 1970.

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MacFarlane, Robert Duncan. Lake Oswego Central Business District Plan. Lake Oswego, July, 1967.

Schlicker, Herbert G. and Robert J. Decon. Engineering Geology of the Tualatin Valley Region, Oregon. State of Oregon Department of Geology and Mineral Industries, Bulletin 60. Portland, 1967.

State Water Resources Board. Lower Willamette River Basin. Salem, 1969.

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APPENDIX F

OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

STATE IMPLEMENTATION PLAN (AIR QUALITY)

FINDINGS AND SUPPORTING CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

February 24, 1975

Kessler R. Cannon, Director
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

The Department of Environmental Quality is presently reviewing the Final Draft Impact Statement on Kruse Way (FAS 943). In your review, I understand a question has arisen regarding the truck traffic on Bonita Road and what will be the disposition of this type of traffic, once Kruse Way becomes a reality.

I have met with many of the residents along Bonita Road and have discussed the possibility of posting Bonita Road for "No Through Truck Traffic" once Kruse Way is opened to traffic. This concept has been enthusiastically endorsed by these people, since one of their major concerns is the heavy truck traffic and the noise and air pollution it creates. They find the existing conditions intolerable and look forward to the day when this form of traffic is not disrupting the peace and tranquility of their neighborhood.

In light of the desires of the residents of the area, this County is prepared to post Bonita for "No Through Truck Traffic" once Kruse Way is completed. It is hoped that this action will meet with your favor and allow us to get on with the problem at hand, and that is to construct Kruse Way for the benefit of this County, the city of Lake Oswego and the residents of the area.

JOHN C. McINTYRE - Director of Public Works

/mak

cc: Gary Potter
Environmental Section
Oregon State Highway Dept.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

DEPARTMENT OF
ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5359

Robert W. Straub
GOVERNOR

KESS CANNON
Director

March 7, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. Gary Potter Re: Kruse Way (FAS 943)

Gentlemen:

The Environmental Quality Commission (EQC), at its regularly scheduled meeting in Eugene on February 28, 1975, initiated discussion of the proposed highway section known as Kruse Way (FAS 943).

The EQC moved to direct the Department to advise the OSHD that Kruse Way, in the judgment of the EQC after consideration of all impacts resulting from its construction, is consistent with the State's implementation plan. In conjunction with the finding of consistency, two conditions were imposed.

1. Kruse Way is to be constructed as a limited access expressway.

2. Adequate traffic control measures are to be taken to assure that Bonita Road traffic volumes will not be allowed to increase to intolerable levels, such as currently exist. Control measures may include but not be limited to: a) placing load limit signs on Bonita Road; b) cul-de-sacing Bonita Road immediately east of its intersection with Bangy Road.

The Department of Environmental Quality by this letter conveys this finding and determination of consistency relative to Kruse Way (FAS 943).

If you have any questions please contact R. L. Vogt of the Air Quality Control Division.

Cordially,

KESSLER R. CANNON
Director

RLV:h

cc: NWRO
Clackco Commissioners
Clackco Planning Director

8261 SW 72nd Ave Int-SW Boones Ferry Rd Sec Beaverton-Tigard Hwys. (Grad.,pav.,sign & signal) 1975 #2

Robert W. Straub
GOVERNOR

KESS CANNON
Director

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5359

March 7, 1975

Oregon State Highway Division
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Attn: Mr. Gary Potter

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If you have any questions please contact R. L. Vogt of the Air Quality Control Division.

Cordially,

KESSLER R. CANNON
Director

RLV:h

cc: NWRO
Clackco Commissioners
Clackco Planning Director

8261

R

RRQ 6-2

Robert W. Straub
XXXXXXXXXX

March 6, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM

L. W. Rullen
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PNRS No.
1128	SU-592(1)	S. Tigard Interch.-Boones Ferry Rd. (Enclosed is a copy of the State Clearinghouse approval dated March 10, 1970.)

Enc.

CL:vm

cc: D. E. Swan

8361

R

Robert W. Straub
XXXXXXXXXX

March 6, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. SU-592(1)

We are submitting program data for one right-of-way project. Item No. 1128, Project No. SU-592(1), S. Tigard Interchange-Boones Ferry Road Section", which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We further request, concurrent with your approval of the program, authorization to proceed under the provision of FHPM 7-7-2 paragraph 5C.

Assurances regarding comparable replacement housing is not required on the project since no relocation or displacement will be involved.

We are enclosing copies of State and District 2 Clearinghouse A-95 letters approval for the project.

CL:wm

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 6-61)

3-6-75

Budget Bureau No. 41-R2067

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION (45 typewriter spaces): Co. Rd. S. Tigard Interch. (I-5) To E. 1.4 mi.

ADT — PRESENT: - - — FUTURE: 12,500 — YEAR: 95 — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right of Way Acquisition — NATL. FOREST —

EMERG. YR. — PL. AUTH YR. — PROJECT NUMBER: PREFIX LETTER(S): SU- — NUMBER: 592(1)

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary

NAME OF URBAN AREA: Portland

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO.: S — FEDERAL-AID: 943 — STATE: Co. Rd. — U.S.: - -

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 - 46		53 (54) (58)	(59) (66)	(67) (76)		
5					PE	Co. Rd. S. Tigard Interch. (I-5) To E. 1.4 miles					
5					ROW	"S. Tigard Interchange-Boones Ferry Road Section"					
5					CONST (CODE)		1.4	230,000	179,800	25,100	25,100 (Co.)
						PROJECT TOTALS	1.4	230,000	179,800	25,100	25,100 (Co.)

ESTIMATED PROJECT COST BY PHASES

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

REMARKS

* no existing facility

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

3-6-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. S. Tigard Interch. (I-5) To E. 1.4 mi.	ADT	- -	12,500	95	10	Oregon	41	022	1128

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	F. Projects Only POST MI.	DESIG.
Acquisition				SU-	592(1)			

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Clackamas	005	1 OR X 2
Portland			

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	943	Co. Rd.	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. S. Tigard Interch. (I-5) To E. 1.4 miles						Right of Way acquisition, all phases including incidental work. (Future 68' curbed Roadway Section to provide 4-12 lanes H.T. pave., 16' median.
ROW		"S. Tigard Interchange-Boones Ferry Road Section"	1.4	230,000	179,800	25,100	25,100 (Co.)	ROW - 120' min.; Access Control - Partial Parking restrictions-Complete
CONST (CODE)								
		PROJECT TOTALS	1.4	230,000	179,800	25,100	25,100 (Co.)	

PREPARED BY

APPROVAL DATES

REMARKS

* no existing facility

(over)

USCOMM DUSCOMM-DC 48808-P61

S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION

PROJECT NO. SU-592(1)

Existing Facility: Located line only.

Adjacent Sections:

E. End: Connection with S.W. Boones Ferry Road FAS 681
W. End: Connection with I-5 and the Beaverton-Tigard highway at the S. Tigard Interchange.

Project Data: The work under this project consists of all phases of right-of-way acquisition including incidental work as required for the future construction necessary to provide a 68-foot curbed roadway consisting of 4-12 foot lanes A.C. pavement, 16-foot median and 2-foot shy distance from the curbs and traffic signals.

Public Hearings: Corridor hearing held December 9, 1969.
Design hearing held April 15, 1970.

Location/Design Approvals:

Location Approval granted under the provisions of the Secondary Road Plan on February 20, 1970.
Design Approval granted under the provisions of the Secondary Road Plan on September 15, 1970.

System Action: Approved August 7, 1969.

Airports, Railroads, Water Developments, Historical & Recreational Areas: None involved.

A-95 Review: State and District 2 Clearinghouse letters of approval dated March 10, 1970 and April 29, 1970, respectively.

PPM 90-1: Final Environmental Statement approved by the Secretary of Transportation on

Data for PR-37:

No. of parcels - 16
Relocation Costs - None

Note: This project is in Congressional District No. 1.

Box 300
Salem OR 97308

March 3, 1975

1041EC

Oregon Project SU-592(1)
Kruse Way

NOTED
E. S. HUNTER

G. L. Green, Division Engineer

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Because of the fact that the funds reserved for construction of Kruse Way will lapse on June 30 and the shortness of time available for processing the documents to obligate these funds I feel that we should review the actions which must be taken. These actions and their sequence are:

1. Division office review of Final Environmental Impact Statement and transmittal to Region office

2. Region office review of FEIS and transmittal to Washington office with recommendations

3. FHWA Washington office review and approval of FEIS

Concurrent

4. Assistant Secretary for Environment, Safety, and Consumer Affairs review and approval of FEIS

5. Regional Administrator signature of FEIS and distribution to CEQ and others

6. Division office obligation of funds.

RECEIVED
MAR 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PROJECT MANAGEMENT SECTION
ROUTING
P.M. ENGINEER
PROJ. ENGINEER
DESIGNER
COUNTY-CITY
FEDERAL AID
INVENTORY
MILEAGE
PROG. & STATUS
REMARKS:
MAR - 5 1975

Ed - we have a number of secondary projects underway and if Kruse Way goes belly up we will transfer the money

Tony

The Division office review and transmittal to the Region office will take no more than one day. Our Region office has assured us that their review and transmittal to the Washington office should take no more than one day. There is no maximum time established for the Washington office or the TES reviews of FEIS's so we cannot assign any time to this phase. After the Washington office approval of the FEIS the Regional Administrator is notified that he may sign the statement and make distribution. The FEIS must be available to CEQ and the public for 30 days so it will be at least 30 days after the distribution date before the Division office can authorize the project to advance.

Funds for this project are from the 1973 apportionment and, because they are subject to lapsation, must be covered by a project agreement in order to be obligated. A project agreement can be prepared using figures from the PS&E estimate.

One other action which is critical to obligation of the funds is that the Portland Interim Long Range Transportation Plan showing Kruse Way as a part of the Plan must be adopted by the Columbia Region Association of Governments before the project agreement can be signed.

Because of the tight time frame and the possibility that delays might occur we feel that you should have other Secondary road projects ready to go on a moments notice should Kruse Way be delayed significantly at any time in the process.

Original Signed By
VERNON V. CUSACK
Engineering Coordinator
G. L. Green

cc:
OSHD (Rulien)
OSHD (Schroeder)

VVC:bk

RS-226(8) Mollalla River (Wrights) Bridge Sec. 1 (Proj. Agree.) Federal Funds 1,104,573.00

RS-596(2) S. Coos River (Landreth) Bridge Sec. 1,013,940.00

RS-582(1) Winston Section 796,164.00

Construction Modification #2 70,000.00

Jan. 30, 1975 Schedule Lettings

Feb 20, 1975 None

Feb 27, 1975 None

March 13, 1975 None

March 27, 1975 None

N. Fork Walla Walla River Br. Total 116,000.

~~F.A.~~ ~~90,700.00~~

Little Luckiamute River (Elkins Rd. Bridge 410,000.

~~320,579.00~~

April 24, 1975

Fir Grove/Baker Hwy - Powder River Sec. 507,000

~~396,423.00~~

May 22, 1975

Cow Creek Bridge Sec. 100,000

~~78,190.00~~

Meadowview Ct. (Sandquist) Br. Sec. 200,000

~~156,380.00~~

S. Fk. Big Cattle Ct. (Cattle Hills) Br. Sec. 200,000

~~156,380.00~~

Burlington Northern R.R. King (Camp Abbot) Br. 200,000

~~156,380.00~~

Fed. Funds 1,355,232.00

8561

R

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

KRUSE WAY FILE

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 233-8373

February 25, 1975

Mr. Fred Klaboe
Oregon State Department
of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In response to your request and pursuant to my conversation on February 21 with Bob Schroeder of your department, we estimate that Tri-Met will be carrying a substantial number of daily trips in the Lake Oswego-Beaverton corridor by 1990.

Line number 78, Oswego—Sunset, is now carrying an average of 525 daily trips in the corridor. Current Tri-Met estimates of demand show an average of 715 daily transit trips between Lake Oswego and Beaverton by 1990. The success of line 78, however, indicates that 715 is much too low an estimate for 1990 transit demand, and that a higher figure is more likely.

If we can be of any more assistance to you and your department, please do not hesitate to contact me.

Sincerely,

William G. Hall
Acting Director
Planning & Development

WGH/dh
cc: Bob Schroeder

RECEIVED
FEB 28 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8261

R

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5359

Robert W. Straub
GOVERNOR

KESS CANNON
Director

February 24, 1975

Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97304

Re: Applicability of Indirect Source Rules, Kruse Way FAS 943

Dear Mr. Potter:

The Department has reviewed the supplemental information submitted in your letter of February 24, 1975, and has determined, based on the data presented, that the proposed Kruse Way will not fall under the Indirect Source Rule, and that an Indirect Source Permit will not be required for this proposed roadway. The decision of the Department is based on the fact that your data indicate that the average ADT for the proposed roadway will be less than 20,000, ten years after construction.

The Department requests that the methodology used to develop this ADT data be included as a part of the final Environmental Impact Statement for Kruse Way.

Cordially,

KESSLER R. CANNON
Director

Richard L. Vogt

R. L. Vogt, Chief
Program Development Section
Air Quality Control Division

RMJ:h

cc: NWRO
Clackamas Co. Board of Commissioners
Clackamas Co. Dept. of Public Works (John C. McIntyre)

DEQ-1

Corr 21-6
Clack. Co.
Lp.

ROBERT STRAUB
XXXXXXXXXX

February 24, 1975

Mr. Dick Vogt
Air Quality Division
Department of Environmental Quality
1234 S.W. Morrison
Portland, Oregon 97205

Dear Mr. Vogt:

The purpose of this letter is to request your concurrence that the proposed Kruse Way project (FAS 943) does not come under the provisions of the Indirect Source Regulations (OAR 340, 20-100 to 20-135) and to provide you with supplemental information regarding forecasted traffic volumes along Kruse Way in order to facilitate your concurrence.

An accounting of the specific steps taken in the projection of traffic volumes is contained in Appendix C of the preliminary Kruse Way final environmental statement. Basically, traffic volume estimates were derived from the level of population and employment forecasted (1970-1990) in the various traffic zones in the Tigard-Lake Oswego subarea. Population and employment estimates were predicted on an assumed maximum population level of 2,000,000 in the Columbia Region Association of Governments (CRAG) planning area (Clackamas, Washington, Multnomah and Clark counties).

The current population of 1.1 million is expected to reach approximately 1.5 million by 1990. This level of population was apportioned to each county by CRAG officials. County and city officials then allocated these totals to traffic zones within their jurisdiction. After several iterative steps between CRAG and local authorities, final population-employment totals for 1970 and 1990 were adopted. These totals were then used as variables in the estimation of trips generated in each zone.

(Copy To Royer 2-25-75)

RECEIVED
FEB 24 1975
Office of

Since population and employment data received from CRAG was determined for the years 1970 and 1990, it was necessary to interpolate between this 20 year interval to obtain projected average daily traffic for the tenth year after construction (1986). The interpolation procedure assumed a compound annual growth in traffic of 5.6 percent per year and resulted in an estimated 1986 ADT of 18,100 for the Kruse Way road section between the South Tigard Interchange and Carmen Drive. The same procedure produced an estimated 1986 ADT of 16,?00 for the road section between Carmen Drive and Lower Boones Ferry Road. Both road sections would be designed to the modern road standards which include four twelve-foot travel lanes, a sixteen-foot curbed median and ten-foot shoulders.

With these facts in mind and in reference to the Indirect Source criteria of 20,000 ADT by the 10th year after construction, it is our opinion that this project does not fall under the provisions of the Indirect Source Regulations.

Your timely concurrence would be appreciated.

Respectfully,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter
Manager
Environmental Section

GAP:NA:sz

cc: John McIntyre
Clackamas County

bc: R. L. Schroeder

8341

R

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5293

Robert W. Straub
GOVERNOR

KESS CANNON
Director

February 14, 1975

Oregon Department of Transportation
State Highway Division
Highway Building
Salem, Oregon 97310

Re: S. Tigard Interchange -
Boones Ferry Road Sec.
Kruse Way (FAS 943)

Attn: Newt Andrus

Gentlemen:

As requested in your letter of December 18, 1974 and in accordance with our proposed working agreement and under provisions of Part 771.18 (i)(2)(iv), Title 23, Chapter I, Subchapter H of the Code of Federal Regulations, the Department has reviewed the draft copy of Final Environmental Impact Statement (E.I.S.) for Kruse Way (FAS 943).

Copy To
Potter
2-18-75

The Department finds the draft copy of the Final E.I.S. lacking the necessary information which would allow our staff to fully evaluate the potential air and noise quality impacts of the proposed project. Therefore, before a complete determination can be made as to: (1) consistency with the State Implementation Plan, (b) potential violations of applicable portions of control strategy and (c) interference with attainment or maintenance of National Ambient Air Quality Standards, additional information will have to be submitted to this Department.

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Info | Inves | R/D | D/R | Sign | Ac

A. Air Quality Analysis

1. The draft Final E.I.S. indicates violations of the 8-hour state and federal carbon monoxide (CO) standard of 10 mg/m^3 at the interchanges of Kruse Way with the South Tigard Interchange and Lower Boones Ferry Road and along the right-of-way of Kruse Way. In addition, a 1-hour CO violation is projected for the interchange of Lower Boones Ferry Road and Kruse Way though this would most likely occur at no sensitive receptor sites.

As shown in Figure 8-I ("Build case ") of the draft Final E.I.S., a maximum 8-hour CO concentration at the S. Tigard Interchange would be 29.3 mg/m^3 within the right-of-way of the Beaverton-Tigard Highway (217) with CO violation levels extending out in generally a NNW direction to

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Office of
DEQ-1

NOTED
R. L. SCHROEDER

approximately 1100 feet under worse case meteorological conditions of 1 mph winds in a SSE direction and Class F stability. This compares to the "no build" case (Figure 8-H) of an 8-hour CO level violation zone extending approximately 700 feet in 1976 in a NNW direction from the S. Tigard Interchange. In both cases sensitive receptor sites are included in the 8-hour CO level violation zone with the "build case" including at least three additional residential properties and the entire Phil Lewis Elementary School Property. As shown in Figures 8J and 8K the spatial resolution of the 8-hour CO level violation zone would gradually decrease between 1976 and 1987 resulting in a reduced number of existing receptor sites being impacted by CO levels above the 8-hour standard.

While the Department recognizes that the projected "build case" CO level violations at the South Tigard Interchange represents an incremental increase over the "no build" case, the fact remains that several sensitive receptor sites will be impacted by 8-hour CO levels for several years above the state and federal standard. While there are some air quality impact benefits to be derived along Bonita Road in the "build case", this would be off-set by a projected 1987 51% increase in ADT over the 1974 ADT.

2. In order for the Department to make a complete evaluation of the air quality impact of the South Tigard Interchange, the following information should be provided:

a. Magnitude and spatial resolution of maximum 3 hour hydrocarbon levels for the first, tenth, and twentiety years after completion of construction of Kruse way.

3. As required by N.E.P.A. and C.E.Q. guidelines, significant environmental impacts from construction activities should be evaluated in the Final E.I.S. Therefore, projected air quality impacts from activities related to the construction of Kruse Way should be included in the draft Final E.I.S.

B. Alternatives

As stated in the Department's staff report of September 14, 1973 on Kruse Way, a full range of alternative means of transportation should be taken into consideration in order for the Department to completely assess the environmental impact of the proposed project. It is not apparent in the draft Final E.I.S. whether or not the potential environmental impact of alternative modes such as: (1) a substantial expansion of the transit system on the existing road network, (2) use of the existing rail corridor between Lake Oswego and Beaverton and (3) a multi-model Kruse Way corridor which includes, but is not limited to exclusive bus and/or carpool lanes were analyzed. If the

above alternatives were evaluated and determined not to be viable, then detailed reasons for their rejection should have been included in the E.I.S.

C. Noise

If the Kruse Way is constructed, the following measures should be taken to avoid adverse noise impacts on the adjacent residential population.

1. Noise barriers should be built to reduce the impact to Houses #1 and #2 located on Carmen Drive to within FWHA standards.

2. A method should be adopted that will prevent the construction of noise sensitive property within a noise contour at the FWHA standards. This may be accomplished by either the purchase of a buffer zone or the adoption of an ordinance preventing the construction of noise sensitive property within the contour.

3. Projected noise impacts from activities related to the construction of Kruse Way should be included in the Final E.I.S.

D. Traffic Analysis

The most recent traffic projection analysis by OSHD projects a 1987 ADT of 21,600 for the proposed Kruse Way road section between the South Tigard Interchange and Carmen Drive. Since this figure would represent the tenth year after construction of the proposed road section, an Indirect Source Construction Permit will be required under the Department's Indirect Source Rule (20-100 through 20-135). The Indirect Source Construction Permit application should contain all necessary information as required by Section 20-129(1)(d) of the Indirect Source Rule.

E. Conclusions

The Department concludes while several adjacent road segments would be at least temporarily relieved of existing and projected traffic loads as a result of the construction and operation of Kruse Way, other areas would be subjected to increased traffic congestion. Since it appears the net transportation and environmental impact resulting from the utilization of Kruse Way is somewhat marginal, it is suggested that more viable alternatives be evaluated which would result in a substantial reduction in traffic congestion with minimal adverse environmental impact to the affected communities.

While the Department needs additional information to make a complete evaluation of the air quality impact caused by the construction and operation of Kruse Way, the Department concurs with the projected ambient air quality data provided by the State Highway Division in the draft copy of the Final E.I.S. Since ambient air standards would be violated at the South Tigard Interchange, the Department finds that the construction and utilization of Kruse Way as proposed would result in interference with attainment and maintenance of National Ambient Air Standards for carbon monoxide and hydrocarbons and, therefore, would not be consistent with the State Clean Air Implementation Plan.

Thank you for the opportunity to review this statement.

Cordially,

KESSLER R. CANNON
Director

CAS:h

cc: Department of Public Works, Clackco.
FWHA District Engineer

2-3-75 Ltr R

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

CRAG

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

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Canby
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ASSOCIATE MEMBERS

CLARK COUNTY
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St. Helens
The Port of Portland
Tri-Met
The State of Oregon

February 3, 1975

Mr. Gary A. Potter, Manager
Environmental Section
ODOT
Highway Building
Salem, OR 97310

Dear Gary:

Thank you for the opportunity to review the Kruse Way Final Environmental Impact Statement. It has been discussed at a CRAG Transportation Committee meeting, and reviewed by my staff. Comments from both activities are attached to this letter.

It appears that the CRAG comments of September 24, 1973 on the draft EIS have been accommodated in the final text. I appreciate the opportunity to be able to submit further the attached items for your consideration, however it is not intended that they delay the publication of the final EIS in any way.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure
cc: Winston Kurth

Copy To Cusack 3-4-75

w/e: Gary
George
Newt
Linda 3/4/75

CRAG Transportation Staff Review Comments - Kruse Way Final EIS
(PRELIMINARY COPY)

GENERAL COMMENTS

This report is a significant improvement over the DRAFT EIS. There exist, however, some items of both a general and specific nature which are noted in the following:

The EIS should reference in the demand analysis section, sources of information on issues that affect overall trip generation. For the transportation planner, information sources describing trip generation rates used in the analysis compared to past and existing rates should be identified. For the citizen, a general discussion describing what affects trip making and what was assumed (in addition to population and employment) for the study area in making future trip forecasts should be referred to.

The following statement, on page 52: "It was previously mentioned that even when auto-trip diversions to transit as high as 15 percent are assumed, these road improvements are still required to accommodate remaining auto-trip demand. It appears that future traffic bottlenecks in the TLOSA area cannot be avoided without altering the direction of future growth and land-use changes in the area" aptly indicated the dilema generated by planning land-use and single purpose transportation facilities to service that land use. On one hand the EIS contends that the land use demands Kruse Way but also contends that Kruse Way will not be adequate to meet 1990 land-use created demand. The cycle can be influenced by either modifying land-use to produce less demand or by supplying more transportation than auto systems alone can supply. Since our regional policy is to plan land use and service it with adequate transportation it becomes apparent that a much larger effort, other than just building Kruse Way, is needed to solve the land use/transportation dilema within the study area. Transit must be more fully integrated into the demand-analysis procedure and ultimately into the physical plan needed to meet this demand.

SPECIFIC COMMENTS

Page iii-k "Ambient carbon monoxide standards are expected to be exceeded until 1976---." It should not be necessary to mention the exceeding of standards at certain locations along the proposed project prior to 1976 when there is no possibility of opening the proposed facility within this timeframe. The deficiency is academic.

Page 1-2. "April 18, 1969. The Executive Committee of the Columbia Region Association of Governments endorsed the corridor location of the project proposal."

This statement is not entirely correct. In checking the minutes of that specific Executive Board meeting it appears that the E.B. concurred in the Advisory Committee's recommendation which in turn was: "The Advisory Committee recommends the Columbia Region Association of Governments concur in the request of Clackamas County, that the state highway department be requested to conduct a study and survey to determine the corridor in which a route would be finally constructed." There is no reference to endorse any specific route or facility but rather to "study and survey" to determine the best route.

Pages 1 & 2.

The list of chronological events leading to the present status of the Kruse Way project has omitted CRAG A-95 action of the April 17, 1970 Executive Board meeting.

At this meeting the E.B. gave approval to a long list of highway project including the Kruse Way project with the stipulation that if E.B. members had problems on particular projects that they notify the Executive Director within five days that they desired to review further a particular project.

Page 4, paragraph 3

"Kruse Way was not considered in the PVMATS for 1990, but it was included in the 1990 Gravity Model Test network (G-5), which is the basis of the 1990 Plan."

There is an apparent implication that the test network is equivalent to the PVMATS Plan, which is not the case. A better explanation of why Kruse Ways is not on the PVMATS is needed.

Page 4, paragraph 4

"The Executive Committee of the Columbia Region Association of Governments (CRAG) in April of 1969 unanimously endorsed the Kruse Way proposal."

Refer to comments made on Page 1.

Figure 5

This map is incorrect in that it does not include census tract 307 in Washington County.

Page 49 Table B

Columns providing 1974 and 1994 traffic volumes without Kruse Way construction should be added in order to properly interpret this table.

Page 24 paragraph 1

"At the present rate of traffic growth, Bonita Road with a design capacity of 6,500 ADT, is forecaste to exceed design capacity by approximately 10,000 ADT;..." It should be established that Bonita Road could not possibly accommodate 16,500 ADT. Without Kruse another solution would need be found.

Page 30 paragraph 3

Mention should be made of the affect of the Fasano decision on the ability of local governments and citizens to require compliance with comprehensive plans.

Page 33 paragraph 3

This paragraph implies that CRAG supports annexation of the Kruse Way area by Lake Oswego. CRAG has no policy that supports annexation.

Page 46 paragraph 3

The contention that the proposed Kruse Way alignment "will most efficiently accommodate directional trip demand" should be modified by indicating that Kruse Way is the most northerly route possible to satisfy the heavy travel demands from Lake Oswego and Mountain Park.

Figure 8C

This schematic diagram should be enlarged to indicate trip ends within the study area. Its current scale is not adequate to indicate trip desires fully.

Page 60-62 Estimated Error

The estimate of 10-15% error for 1994 traffic forecasts may be representative of the confidence in the modeling procedure. The long-range assumptions on transportation supply, costs, and consumer attitudes may well have confidence limits much greater than the modeling error. Errors of 10-15% in the context of fuel supply/cost problems associated with long-range auto-trip demand are not realistic.

Page 68 Noise Standards

Though the Department of Environmental Quality has no adopted noise standards for public roads it has proposed a set of noise regulations for public roads and has received extensive review on these proposed standards. The EIS should indicate that DEQ has noise standards pending and indicate their relative comparison with Federal Highway Administration standards.

Page C-S Generation Formula

There is no explanation of your trip generation constant ("K" factor) or your "G" and "F" factors.

8361

R

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Gary Potter
Environmental Director

DATE: January 29, 1975

File No.: Clackamas County

FROM: Robert E. Royer
Planning Manager

SUBJECT: Kruse Way

You recently requested some ten-year traffic projections for Kruse Way to be utilized in your Environmental Impact Statement. These traffic projections were delivered to Rick Wood for air quality analysis this AM.

In view of the short time frame that was available to carry out this task, I feel that it would be advisable to inform you of the basic procedures that were used and to give you an indication of our feeling of confidence in these projections. Because we do not have an opportunity to deal with the CRAG people, we had basically only one choice of developing the projections; namely, that was a straightline projection between base year and projected year. The accuracy of this procedure is somewhat questionable, however, without knowing the timing of some of the developments and without making specific assumptions to the implications of energy constraints as well as modal choices, this appeared to be the only procedure that was available to us.

I should emphasize once again that the only justification for the procedure used is that rationale for developing the projections on the basis of predicted growth would take a significant amount of time and that time was not available to us. We cannot document any specific reasons why this approach would be more appropriate than any other approach. If these volumes are questioned, we would not be able to provide meaningful information to support the 1987 volumes that we supplied you.

RER:ap
cc: R. L. Schroeder

81-125-1307

Jos 943
Clack Co

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 24, 1975

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Ken Rolfe
Regional R/W Supervisor

SUBJECT: S. Tigard Intchg.-S.W. Boones Ferry Rd. Section
County Road
Clackamas County

Attached you will find two revised option forms in quintuplet covering right of way to be acquired in connection with the S. Tigard Intchg. - S.W. Boones Ferry Rd. Section on a County Road in Clackamas County.

These descriptions have been revised because of a reduction in Right of Way widths to miss a sanitary drainfield.

This reduction affects both files, however, the area on 44393-D has not been changed.

Enclosed for your information is a copy of the Revision Request and a copy of Mr. Kurth's letter of January 14, 1975.

We are attaching three prints of a section of map 9B-7-16 covering this area and bearing our date of January 21, 1975.

File No.	Name	Area
44393-C	Charlotte Knox	0.12 acre
44393-D	DECO Corporation	1.58 acres

AC:ks
Enc. 2 revised options, etc.

cc: Ed Hardt - 2 prints
Milner Mead - 1 print
Don Harwell
Frank Lowe
Title - 1 print
Armand Riveness - Exhibit
Jim Dixon - Relocation

RECEIVED
COUNTY & CITY SECTION
JAN 27 1975
☑ ENGR. ☐ GGOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

8261

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

January 14, 1975

Mr. Adrian Olson
Preliminary Design Engineer
Room 218-A - 224 Highway Building
Salem, OR 97310

Enclosed please find a map which indicates the location of Tax Lot 300, which is crossed by the proposed FAS 943, Kruse Way facility. You will note we have included the right-of-way taking as proposed by Right-of-Way File No. 44393-C. You will further note on this map we have located the existing sanitary drainfield which serves this residence. It is my understanding that this drainfield consists of river run rock and there has been prior problem of septic material surfacing on subject property. In an initial contact with the property owner, he is extremely concerned about the fact that the proposed right-of-way taking includes a portion of his sanitary drainfield.

In checking with the Soils section of Clackamas County, we find that there is no suitable place to relocate sanitary facilities. They suggest the only practical approach would be to improve the existing system or minimize the right-of-way so that no portion of the sanitary drainfield would be affected. My concern about attempting to reconstruct a portion of the drainfield is that the property owner will continue to hold the County responsible for satisfactory operation of the drainfield. Since it is not working presently, I would expect that it will continue to be a problem.

If at all possible, I would prefer to minimize the right-of-way such that no portion of his drainfield would be affected. I will appreciate your review and analysis to see if this would be possible.

REFERRED TO
Board — Reed
Cole — Semple
Eriksen 75 — Watson
Heger — Waite
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosure

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 16 1975
ROAD DESIGN SECTION

Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Reduce to 65' opposite drainfield
ASO - 1/20/75

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

sketch map retained with job data - J. Eriksen

Oregonian
Jan. 5, 1975

Highway extension rapped at hearing

An advisory committee to the Columbia Region Association of Governments (CRAG) heard testimony Friday opposing Kruse Way, a proposed four-lane extension of Highway 217 from the Interstate-5 freeway to Lower Boones Ferry Road.

The extension is proposed by the Oregon Highway Division and Clackamas County to relieve heavy traffic on SW Bonita Road. It would be funded through state county and federal funds.

Matt Finigan, recently elected Lake Oswego city councilman, told CRAG's transportation technical advisory committee that Bonita Road needed relief, "but not a four-lane road costing $1.5 million."

He said alternatives have not been studied.

Road opposed

Peg Almquist, who lives on Bonita Road, said the road is so congested that "no one is able to walk, no one is able to ride a bicycle and children are not able to cross the street to get the school bus."

Don Waggoner, board member of the Oregon Environmental Council (OEC), said OEC favored relieving traffic on Bonita Road but opposed Kruse Way.

He said after the meeting Kruse Way would cause "areawide disruption," adding that smaller roads constructed in the area would relieve congestion without causing damage.

CRAG has been asked for staff comments on a final environmental impact statement on Kruse Way submitted by the Oregon Department of Transportation.

Richard Etherington, CRAG director of transportation planning, said comments would include testimony presented Friday.

Advisory committee member Carl A. Simons of the Department of Environmental Quality said citizens will have another chance to present their opinions on Kruse Way when DEQ evaluates the environmental impact statement.

Simons said he would request the item be put on the agenda for DEQ's next public hearing at 9 a.m. Jan. 24 in the Public Service Building in Portland.

Two copies of the Kruse Way environmental impact statement are available for public use at the CRAG office. One copy is available at the Lake Oswego public works department.

NOTED
R. L. SCHROEDER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project SU-592(1)
S. Tigard Interchange-Boones Ferry Rd. (Kruse Way)
Final Environmental Impact Statement

DATE: December 18, 1974

In reply refer to: 1041DA.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject Final Environmental Impact Statement cannot be further processed and approved until the Highway Division submits to the FHWA Division Engineer a written determination that the proposed project is consistent with the approved State implementation plan. If the Highway Division determines that implementation of the proposed action will result in a significant air quality impact, solicitation of comments from and consultation with the air pollution control agency, DEQ, will be necessary. In such case, the report must set forth the anticipated air quality effects of the project, a brief summary of coordination with the air pollution control agency, including comments received and a discussion of substantial unresolved air quality issues, if any.

E. Tidlock
G. L. Green

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STATE HWY ENGR
DEC 20 '74
REFER TO
FOR

Copy To Potter
Discuss
12-23-74

STE
A. L. JOHNS

8211

Fas 943
Clack Co

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 16, 1974

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Ken Rolfe
Regional R/W Supervisor

SUBJECT: S. Tigard Intchg.-S. W. Boones
Ferry Rd. Section
County Road
Clackamas County

Attached you will find six revised option forms in quintuplet covering right of way to be acquired in connection with the S. Tigard Interchange-S.W. Boones Ferry Rd. Section on the County Road in Clackamas County.

These descriptions have been revised because of a change in the South Tigard Interchange and the addition of a bike path.

Copies of these revised descriptions and the maps were sent to you several days ago.

Enclosed for your information is a copy of the Revision Request.

File No.	Name	Area
44393A	Brigham Young University	4.45 ac. p-1, 13.74 ac. p-2
44393C	Charlotte Knox	0.14 acre
44393D	DECO Corporation	1.58 acres
44393E	Jerry S. & Sara J. Sayler	3.0 acres
44393F	Magnus & Hilda A. Stensrud	0.01 acre
44393M	Peter & La Vona Giannetti	1050 sq. ft.

AC:ks
Enc. 6 options, etc.

cc: Ed Hardt
Milner Mead
Frank Lowe
Title
Jim Dixon
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
DEC 17 1974
ENGR. COOR. CE AE UE
UPE CE RE RPE

8261

Salem, Oregon
December 13, 1974

Frank E. Terpin
Final Design Engineer

E. L. Hardt
Region I Engineer

S. Tigard Int.-Boones Ferry Rd.
FAS 943
Clackamas County

In order to complete plans for the project, we need additional field data.

In the South Tigard Interchange we need topography and cross-sections on the main roadway from Sta. 473+00 to Sta. 481+00, on the "D" Line from Sta. 91+00 to Sta. 96+00.

At Carmen Drive we need cross-sections and topography of Carmen Drive from Sta. 37+50 to Sta. 43+00.

At Boones Ferry Road we need cross-sections and topography on the westerly side only (from the centerline out) from Sta. 110 to Equation Sta. 120+72 Bk. = 80+23 Ah. to Sta. 83+00. We propose to add a lane to Boones Ferry Road and additional right of way will be required.

Attached for use in obtaining the field data are the following:

1 copy Proposed South Tigard Interchange Plan
1 copy Interchange plan as constructed
1 copy Plan sheet atCarmen Drive
1 copy Right of Way map Boones Ferry Road
3 shts. Boones Ferry Road as constructed plans

Please give this request your early attention.

FE:we
cc: A. D. Olson
Fred Eriksen

1 Verstaeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 13 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not [illegible]
Return [illegible]
Bring [illegible]
Other _____

fas 943
Clack Co

FORM E 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE December 9, 1974

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
S. Tigard Int.-S.W. Boones Ferry Rd. Sec.
FAS 943 - Kruse Way
Clackamas County

Please program the acquisition of the necessary right of way for this project with the Federal Highway Administration as soon as the EIS is approved. We have a new estimate from Clackamas County for $230,000. No relocation is involved.

This project is very important for the county and they wish to commence acquisition at the earliest possible date. Consequently, we would appreciate it if you would submit this to the Federal Highway Administration as soon as the EIS statement is approved.

JRO:ha

cc M. R. Mitchell
Bob Poggione
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
DEC 9 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

:8261

12-3-74

R

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

REVISED

Section: S. Tigard Inter.-Boones Ferry Rd.
Highway: Kruse Way FAS 943
County: Clackamas
Prefix: 503-1448

Res. Engr.
Approx. Length 1.4± miles
Sta. to Sta.
Date December 3, 1974

Mean Truck A.D.T. 760
Traffic Coefficient 9.2
18 kip s. a. per day 160.1

Annual Precipitation 44"±
Frost Penetration - - - -
CBE Total Requirement 30.5"

(1)

Typical Soil

27 LL
7 PI
100 %P 10
71 %P 200
0 % Gravel
6 % C Sand
23 % F Sand
49 % Silt
22 % Clay
7 R Value
A-4 AASHO Classif.

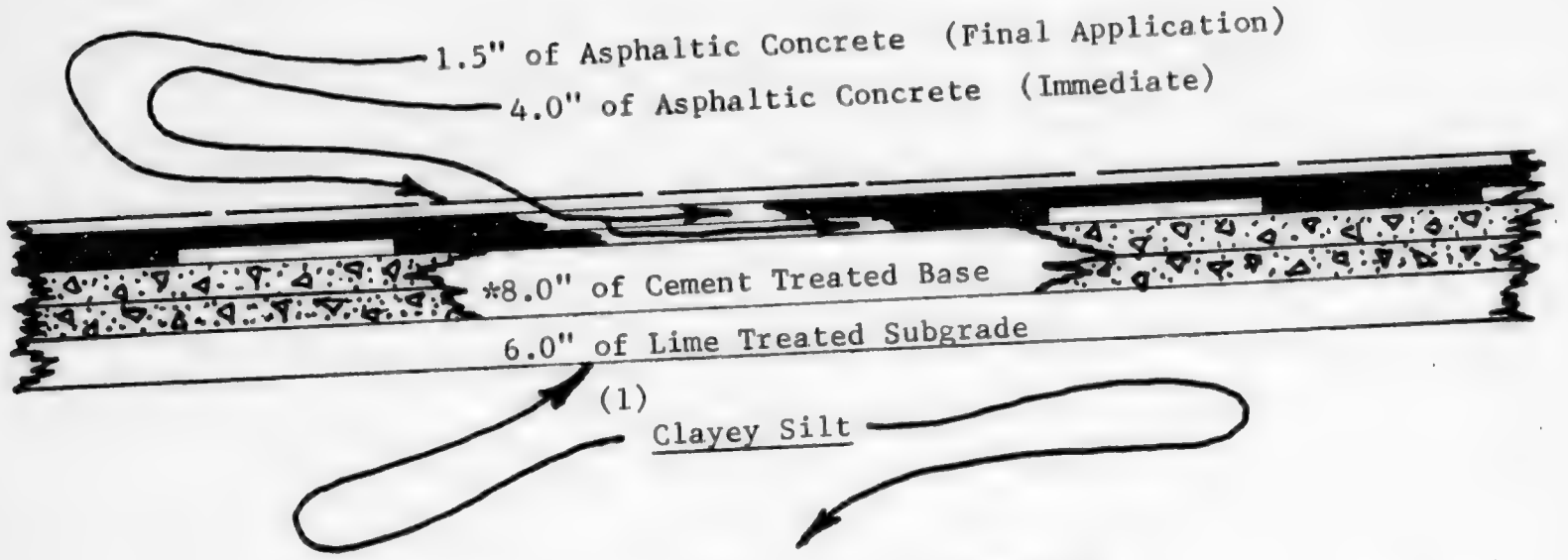
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
14.5	8.0	C.T.B.
5.0	6.0	L.T.S.
30.5	19.5	

NOTED
E. S. HUNTER

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
*8.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

* The Cement Treated Base is to be applied in two lifts.

See remarks on Page 2.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

RECEIVED
DEC 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: S. Tigard Inter.- Boones Ferry Rd.

HIGHWAY: Kruse Way FAS 943

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Cement Treated *Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	8.0"	6.0"	28.0"	17.5"
7.0 - 8.0	3.5"	4.0"	10.0"	24.5"	17.5"
6.0 - 7.0	3.0"	---	15.0"	21.5"	18.0"
4.8 - 6.0	2.0"	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Project Base Design has been revised to update traffic and to plan for Stage Construction.

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.0 and a C.B.E. Requirement of 26.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S. Tigard Inter.- Boones Ferry Road

HIGHWAY: Kruse Way FAS 943

COUNTY: Clackamas

9400 Present ADT (1975)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	250	3.0	750	500	450	225,000
3	70	3.0	210	140	1000	140,000
4	10	3.0	30	20	1250	25,000
5	50	3.0	150	100	3180	318,000
6	0	---	---	---	2570	- - - -
				760	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 708,000

TWENTY YEAR EWL 14,160,000

TRAFFIC COEFFICIENT 9.2

SECTION: S. Tigard Inter.-Boones Ferry Rd.

HIGHWAY: Kruse Way FAS 943

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- see remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as County prefers Asphaltic Concrete.

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 13, 1974

Mr. John C. McIntyre, Director
Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention: Mr. Winston W. Kurth, County Engineer

Dear Mr. McIntyre:

The noise problem that you pose in your November 5, 1974, letter is a perplexing one. All of the studies in the preparation of the Environmental Impact Statement indicate an above 70 DBA noise level in the vicinity of the two residences on Kruse Way. The NEPA Laws on which these sound standards are based do not specify a solution to the problem, nor do they prescribe what will happen when these standards are exceeded. They do, however, indicate that the problem must be recognized at the time of the design and must be considered among all the effects by those reviewing authorities such as the county court, the State Transportation Commission and the Federal Highway Administration, as they approve the plans for any particular project. When the final statement has been prepared and is published recognition must be given to this 70 DBA line. There must be, in order to proceed with the project, due regard given to this problem and the project must have redeeming features to mitigate the problem of noise. Also the solutions to the noise problem must be reckoned with as they have been by our Design staff. We do not believe that the solutions are within the economic realities of this particular project, so probably will not recommend sound berms or sound barriers.

We do not believe, after consultations with our attornies, that it is possible to compensate a property owner for these damages and to believe that any compensation would set a precedent that

Copy to Potter 11-14-74

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NOV 18 1974

it would be impossible for either the County or the State to live with. We recommend that we wait until the final Environmental Impact Statement is published and at that time determine whatever mitigation there may be in the project for the increased noise at this particular location.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:jk
cc: F. B. Klaboe
R. L. Schroeder ✓
Jack Sollis
H. S. Cox
Ed Hardt
Kenneth Rolfe

8261 11-4-74

1 Vanlaeg
A. Olsen
Smith
Gaston
Swanson
R. Olsen
Trout

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ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Salem, Oregon

D. N. Stoudenmeyer
Preliminary Design Supervisor

S. Tigard Int.-Boones Ferry Road
FAS 943
Clackamas County

Campbell Gilmour
Project Manager

As requested in your October 29th letter, the following are answers to your questions on the subject project.

1. Development of a transportation system in the general area indicated a need for better arterial highway transportation between Beaverton-Tigard area and Oswego-West Linn area. At the time planning for the Beaverton-Tigard Highway was done the need for the Kruse Way section was apparent and provision was made for this connection in design of the South Tigard Interchange which established the westerly end of the Kruse Way project. Originally the survey was for a two lane facility with vertical alignment providing extensive sight distance. Projected traffic numbers now indicate a highway facility requiring four lanes. The vertical alignment can now be revised to better fit existing ground. At the easterly end S.W. Boones Ferry Road is currently four lane arterial and junctions with the present four lane arterial Country Club Road which leads into the community of Lake Oswego. Kruse Way then becomes the final link connecting the two areas with an arterial highway.

   The vertical and horizontal alignment then becomes a problem of connecting the South Tigard Interchange and S.W. Boones Ferry Road in as direct a line as possible without undue severance of property and displacement of people and land improvements. A crossing of Carmen Drive and interchange of traffic was necessary which could be provided by crossing Carmen Drive near the line between Section 6 and 7 and provide alignment between South Tigard and Carmen Drive which satisfied the desired control of minimum severance and disruption of present human activity. The section from Carmen Drive easterly allowed little choice in the matter of severance and the located alignment was selected on the basis of probable adjustments to existing undeveloped subdivision which would result in minimum impairment to future development of remainders. The basic route alignment located satisfies the cultural controls and results in minimum costs and travel distance with adequate standards of alignment for projected traffic use. Examination of the area on site and on area mapping indicated their were no other route locations which satisfied the established controls as well as the selected route locations.

2. Our legal obligation requires a bikeway to be included within job limits. We are in the study stages of developing a bikeway plan for inclusion in the next I-5 project for access across I-5. (See attached map)

3. Signals and left and right turn lanes are planned at the South Tigard end, at Carmen Road, and at Boones Ferry Road intersection. The Galewood area will be served by a connection from Kruse Way about 500 feet west of Boones Ferry Road as requested by Clackamas County.

4. At the South Tigard Interchange the easterly intersection with Bangy Lane will be moved east about 100 feet and left and right turn lanes added to provide sufficient vehicle storage due to the additional traffic from the new route. The westerly intersection will require added lanes and the structure will be restriped to provide an added lane. An additional lane will have to be constructed from the west intersection north to the 72nd Avenue off ramp. Traffic signals will be installed at both intersections.

5. Bus turnouts have not been planned for the route. They could be provided later for the cost of reconstruction plus added right of way.

6. With the presence of Carmen Road there is no feasible way to reduce the noise impact on the two developed properties at the intersection. Clackamas County plans to discuss the problem with the two owners and come to some equitable solution. Possibly the County will have to purchase the properties or pay damages, but this will have to be done with funds other than federal which cannot be used in this manner.

There are possible ways of "downscoping" the project. We could reduce to two lanes rather than four but this would cause a reduction in travel service. We could eliminate the curbed median and reduce the median width in some areas without lowering the facilities capacity. This would reduce landscaping, construction and right of way costs. Other than this the roadway section is basically a minimum section as proposed and the County is very desirous of having the curbed median and landscaping.

If the bike path was made a Class 2 rather than a Class 1 there would be a slight reduction in cost, but here again the county has requested a Class 1 path.

Basically it appears little can be saved in downgrading the facility without reducing the transportation services.

If there are any questions please contact this office.

DNS:we
cc: Fred Eriksen

M 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

October 29, 1974

FILE: ENV 2-1

FROM: Cam Gilmour
Environmental Section

SUBJECT: FAS 943 (Kruse Way)
Final Environmental
Impact Statement

TO: Adrian Olson
Preliminary Design Section

Several questions concerning design features of the proposed Kruse Way facility need answers for inclusion in the final environmental statement. The primary purpose of this letter is to formally transmit these questions and request responses from the Design Section by Friday, November 8, if possible. Major questions are as follows:

1. What principal alternative design features were analyzed in the process of developing the final design to be discussed in the FEIS. These designs should be characterized in terms of basic design features (e.g., 4 lane versus 2 lane facility and choice of vertical and horizontal alignment). Finally, the reasons that underlie the choice of the final design should be elaborated.

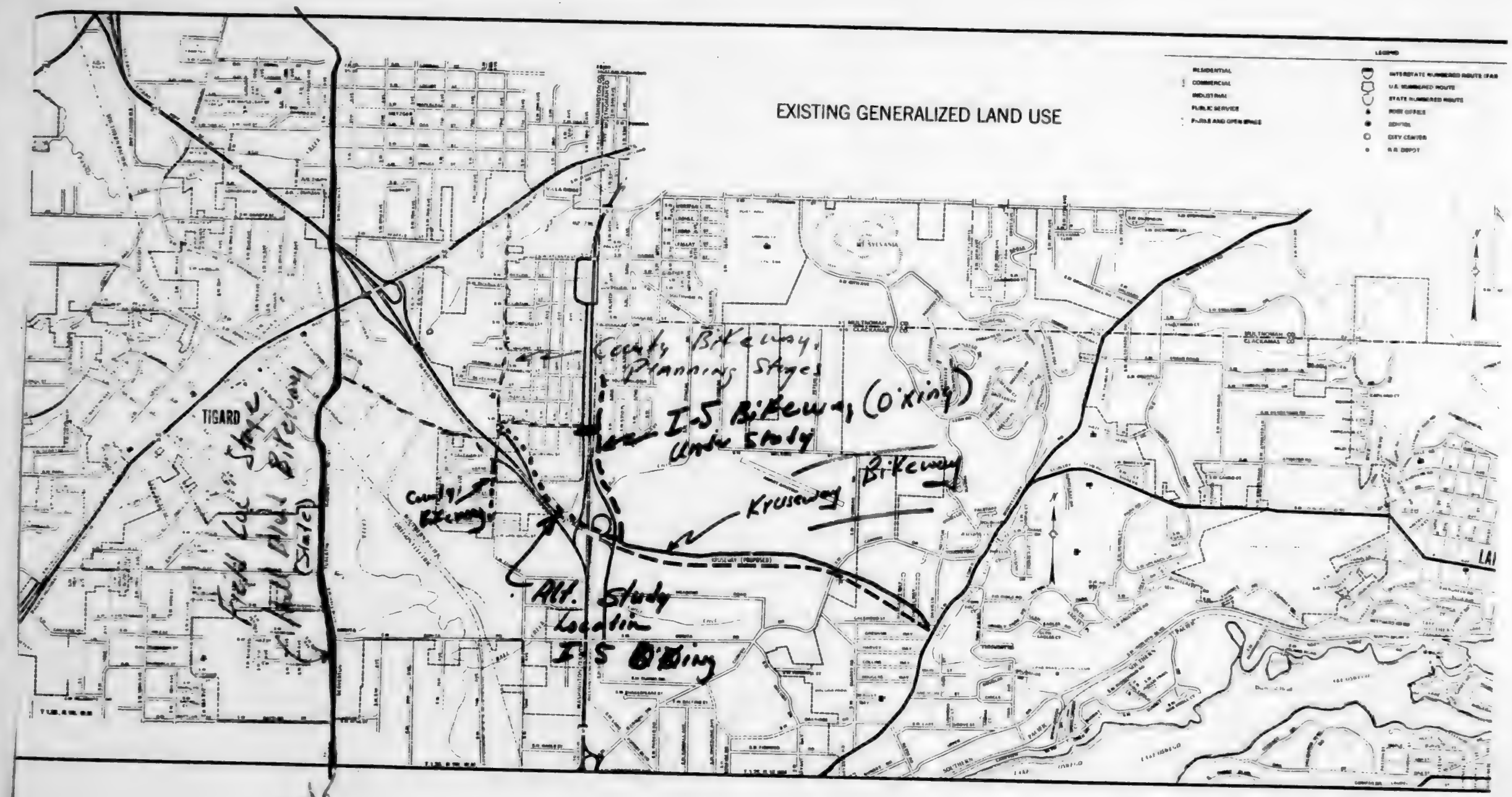
2. Explain the criteria employed to determine the termini of the bikepath (the proposed western terminus does not appear to satisfy the objective of supplying a functional trip purpose or to provide for the safety and convenience of the cyclist/pedestrian).

3. What access provisions are being considered for servicing local streets crossed by Kruse Way (Carmen Road) or proposed roads intersected by Kruse Way (Galewood Street).

   a. Signals and stop signs.
   b. Right and left-turn refuges
   c. Connection of Galewood, Kruse Way, and S.W. Boones Ferry Road.

4. What design modifications to the South Tigard Interchange will be accomplished as part of the Kruse Way project? Why are these modifications necessary?

EXISTING GENERALIZED LAND USE



Bikeway Study Info
For Kruseway EIS.
Info to Stakeholders

6-00 943
Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

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October 31, 1974

Mr. Bob Prange
Rural Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Mr. A. D. Olson of the State Highway Design Section, has requested information relating to the right-of-way acquisition that has already occurred on FAS 943.

Please find enclosed a print of a map on which I have indicated, outlined in black, the right-of-way that has already been acquired for the Kruse Way facility.

This right-of-way has been acquired as a result of dealing with the same property owners who we were involved with regarding improvement of Boones Ferry Road, FAS 681, and rather than have two separate dealings with the involved property owners, we acquired all the right-of-way necessary for both highway facilities.

Would you please pass this information along to Mr. Olson. It is hoped that the re-design can be accomplished in such a manner that it can be contained within the existing right-of-way in this particular area.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

Encl.

Copy To: Design
R/W

NOTE
Discussed this w/ Kurth 11/12/74 - he said to ignore it - had to get on bicycle Trail - we will route the bike R/W and they will discuss alternate location for bike trail w/ property owners.
A D Olson 11/12/74
(Copies to R/W, City & County, Environmental)

☐ ☐ ☐ ☐
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To ____
Bring Up ____/____/____
Other ____

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ROAD DESIGN SECTION

Vanstone
A. Olson
Tarpin
Scott
Swanson
J. Olson
Traut

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655 8521

WAY

MARGARET

DANIEL

BOONES

FERRY

R-W

Right of Way

0.01Ac±

0.049Ac±

.087Ac±

0.125Ac±

0.165Ac±

0.178Ac±

0.02Ac±

0.193Ac±

0.119Ac±

0.045Ac±

0.091Ac±

N 646,000

E 1431,000

Δ 69° 14' 00"

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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

fas 943
Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

October 15, 1974

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Mr. Bob Prange
Rural Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

I have reviewed Mr. A. D. Olson's memo regarding the alterations of the grade on the Kruse Way FAS 943 facility.

The grade has been altered in such a manner that it is more closely following the existing contours of the land.

This fulfills the request of Clackamas County and the City of Lake Oswego and I am in agreement with the grades as they have been altered. The fact that a balanced design has been obtainable by this new grade is also acceptable to Clackamas County.

It is recognized that my discussion with the Mormon Church property with regards to wasting excess material, may have created a situation whereby they are expecting some separation from this facility. I recognize this as a problem and accept it as a situation that will have to be clarified between Clackamas County and the Mormon Church as the property owner when right-of-way is acquired.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

Copy to:- J.H. Versteeg
Ed Hardt
Ray I

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

FAS 943
Clack Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 3, 1974

FILE:

FROM: A. D. Olson, Preliminary Design Engineer

SUBJECT: S. Tigard Int.-Lower Boones Ferry Rd.
Kruse Way, FAS 943
Clackamas County

TO: H. S. Cox, County and City Engineer
ATTENTION: Bob Prange, Rural Engineer

Following the recent meeting on Kruse Way we made a tentative grade revision, as requested by the Clackamas County representatives, in order to more closely fit the ground. In the process of changing the grades and incorporating the interchange revision into the construction plans we were able to approximately balance the excavation and embankment. Total excavation, including the interchange revision, is slightly less than the original project and will be about 70,000 cubic yards.

At the meeting we had discussed potential disposal areas since the original project had about 23,000 yards excess and dropping the grade to fit the ground appeared to raise this to around 50,000 yards of excess material. On this basis Clackamas County contacted the major abutting owner and received a favorable reaction to an earth berm screen along their 4,500 feet of frontage to waste this material. They also got an indication that representatives of the church felt that damages may well be incurred to their property from unreasonable noise if a berm is not provided.

At this point we have no excess material and a request from the County (based on adequate waste material) for a sound berm along the Mormon Church property. Our people say that a berm with approaches through it is not effective from a sound standpoint. A berm will require additional right of way unless it and the bicycle trail are to be on private property. If a berm is provided across this 4,500 feet of frontage, there would presumably be a demand from the other 7,000 feet of frontage for similar treatment. The Right of Way people advise me that damages due to noise are not compensable and would need to be established by an inverse condemnation. Federal regulations do not require noise abatement measures for undeveloped lands.

After considering the above it would appear appropriate and in the public interest to revise the profile as requested, balance the job as best we can, lay out a bicycle trail basically along the toe of the fill or top of the cut as opposed to adjacent to the curb, eliminate consideration of sound berms, review the right of way requirements and finalize the plans.

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This has been discussed briefly with Winston Kurth and a copy of this letter and the tentative revised profile will be sent to him and to Ed Hardt, Regional Engineer, for their review and comment.

ADO:we
cc: Winston Kurth, w/profile
Ed Hardt, w/profile
Campbell Gilmour

fas 943 - Clack

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

September 25, 1974

Mr. Robert Prang
Projects Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

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Regarding our recent meeting on FAS 943, Kruse Way, please be advised that a contact with the Real Estate Department of the Mormon Church regarding their position on the placement of an earth berm to screen their property from the new highway facility received a favorable reaction. It appears that the placement of such a berm to utilize the 50,000 cubic yards of waste material on the north side of the right-of-way is advisable. In fact, representatives of the Mormon Church indicated they feel damages may well be incurred to their property from unreasonable noise, if earth berms are not provided.

Clackamas County is therefore requesting that an earth berm be incorporated in the design of the Kruse Way facility on the northerly edge of the right-of-way, between the highway facility and the Mormon Church property.

The bicycle interests in Clackamas County have, as you know, gone on record as preferring a Class I Bicycle Path, separated by an earth berm wherever possible. We naturally want to accomplish this in areas where we will have earth berms.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

Copy to:-
J.N. Versteeg
Gary Potter
James McClure

/mak

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: S. Tigard Int.-Boones Ferry Road Section
Kruse Way (FAS 943)
Multnomah and Clackamas Counties

DATE: September 19, 1974

In reply refer to: 1041RW

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Assistant Right of Way Engineer Oakes' September 18 letter indicates that Clackamas County desires to start appraising properties on the subject project with their own funds prior to completion of the EIS statement.

Our requirements concerning these matters are covered in Vol 7, Ch 2, Sec 2, of the Federal-aid Highway Program Manual (which indicates that acquisition should not commence until a final environmental negative declaration or environmental impact and related statements have been processed in accordance with regulations and hearing transcripts, reports, and certifications as required have been filed). In instances where the county is utilizing its own funds it is indicated that there must be full compliance with the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. In addition any actions taken must not influence the environmental assessment of the project including the decision relative to the need to construct the project or the selection of a specific location.

While this is a matter for county decision we would suggest that any activity be limited to preliminary appraisal activities such as information and data gathering rather than finalization of appraisals.

G. L. Green

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STATE HWY ENGR
SEP 20 '74
REFER TO
FOR

cc:
OSHD (Oakes)

NOTED
R. L. SCHROEDER

ORIGINAL TO
Boyd - TAA
9-23-74

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 18, 1974

TO: G. L. Green, Division Engineer
Federal Highway Administration
Attention Charlie Mathias

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: S. Tigard Interchange-Boones Ferry Road Section
Kruse Way (FAS 943)
Multnomah and Clackamas Counties

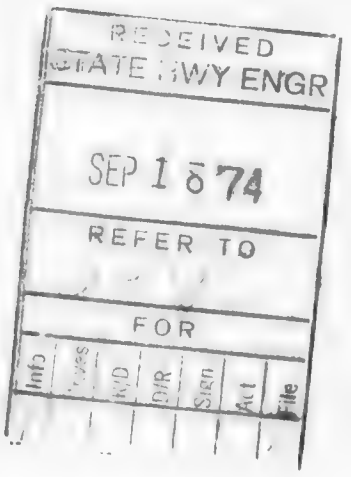
Clackamas County wishes to buy the right-of-way on this project as per the agreement between the State Highway Division Multnomah County and Clackamas County. The County has location and design approval and the draft EIS statement will be prepared in December.

The Counties are very anxious to proceed with this project as they need to get the construction under programing prior to July 1, 1975. For this reason they have asked our concurrence in starting the appraisals of the properties involved with their own funds prior to Right Of Way programing.

As no relocation is involved, we believe that this is in the public interest and we request your concurrence in this appraisal commencement.

JRO:ha

cc F. B. Klaboe
R. L. Schroeder
L. W. Rulien
E. S. Hunter
W. H. Haskin
Robert Prange



fas 943, Clack C.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

September 16, 1974

Mr. Robert Prang
FAS Projects Engineer
City-County Division
Oregon State Highway Department
Highway Building
Salem, OR 97310

Please find enclosed a map marked "Exhibit A", on which is indicated the access points that have been granted to the Lake Grove Garden Center in the right-of-way negotiations that have been accomplished on FAS 943.

Also, for your records is a copy of the Real Estate Option which is marked "Exhibit B".

We are further enclosing a map marked "Exhibit C", on which has been indicated an access point and an access road which make a connection to Gresham Way, which has been agreed upon and is a condition of the acquisition of right-of-way for FAS 943.

In granting this access it is recognized with a median strip that only a single direction turning movement will be allowed. I will appreciate your relaying this information to the Design section so these access points may be considered in working up the design of FAS 943.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosures

Copies To: R/W
Design

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UPE CE RE RPE

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Exhibit "C"

R-W Reserved

Access

WAY

RD.)

S 62°38'30" E

60'

MARGARET

DANIEL

BOONES

M.G. Dority
338-498

V.F.B. Scott
558-68

B.&L. Aterkle
68-22914

W. Johnson
520

P.&L. Lien
654-360

P.&L. Simonis
532-570

P.&L. Gionnelli
530-96

M.F.H. Siensrud
623-463

M.G. Dority
Lake Grove
Garden Center, Inc. (C.P.)
338-498

44393-G 0.10 Ac.±
44393-F
44393-H 0.01 Ac.±
44393-J 0.02 Ac.±
44393-K 0.07 Ac.±
44393-L 0.02 Ac.±
44393-M
44393-N 0.42 Ac.±
44393-O 0.07 Ac.±

S 50°15'30" E

COUNTY & CITY SECTION
SEP 18 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Exhibit "C"

R-W Reserved

Access

MG Dority 338-498

V.F.B. Scott 558-68

B.&L. Merkle 68-22914

W. Johnson 520

B.&L. Lien 654-360

MG Dority 338-498

B.&L. Simonis 532-570

B.&L. Giannelli 530-96

M.F.H. Stensrud 623-463

MG Dority Lake Gordon Center, Inc. (C.P.) 338-498

4439-G 0.10 Ac.±

4439-F

4439-H 0.01 Ac.±

4439-I 0.08 Ac.±

4439-J 0.12 Ac.±

4439-K 0.09 Ac.±

4439-L 0.07 Ac.±

4439-M 0.02 Ac.±

4439-N 0.06 Ac.±

4439-G 0.02 Ac.±

MARGARET

DANIEL

BOONES FERRY

Harvey W.

S 65° 16' 30" E

60'

65'

125'

+00

+50

SEE 9B-7-10

R

FORM E-2

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 11, 1974

TO MEMORANDUM TO THE FILES

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT S. Tigard Interchange-Boones Ferry Road
FAS 943 (Kruse Way)
Clackamas County

A meeting was held on September 9, 1974 in the small conference room of the State Highway Division Building on the subject project. The following persons attended:

Wally Bryant, FHWA
Hal Versteeg, OSHD
Adrian Olson, OSHD
Don Stoudenmeyer, OSHD
Bob Prange, OSHD
Harold Reynoldson, OSHD
George Ramjoue, OSHD
Cam Gilmour, OSHD
John McIntyre, Clackamas Co.
Winston Kurth, Clackamas Co.

Financing and timing of programming of funds was discussed in order to maintain eligibility of FAS funding. County-City was to check:

When can right of way be programmed?
When can right of way be certified?
When must funds be obligated?

It was agreed the Bryant Road alternate will not be considered but will be mentioned in the Final EIS.

Sound problems at the Carmen Drive intersection were discussed. Sound contours relative to the existing housing will be supplied to the County by the State and the County will discuss this with the property owners involved.

The suggested line revision of Station 540 was discussed and it was explained that the revision would be much more disruptive to property and environmentally poorer than the existing proposal. The County accepted this fact.

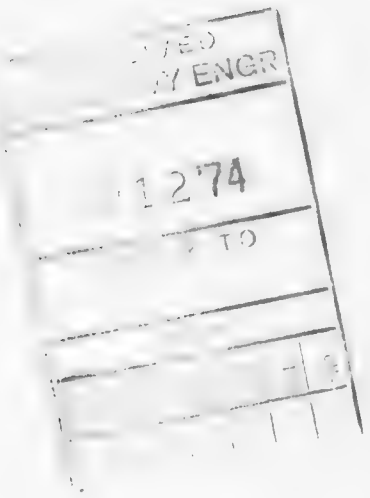
Clackamas County is to review the problem of a connection for Galewood, Gresham Way, and Harvey Way and will supply State with their proposal.

A Class I bike path is to be provided on the north side only, preferably not adjacent to the curb. Cross-sections will be reviewed to determine alternate placement.

The County requested the grade be adjusted to better fit the existing ground. They will consider waste areas or use of sound berms for excess material. The general feeling was that additional right of way for such berms did not appear to be desirable.

It was decided that illumination could not be funded. The County will inform Lake Oswego that if they wish to pay for installation and maintenance, they may do so.

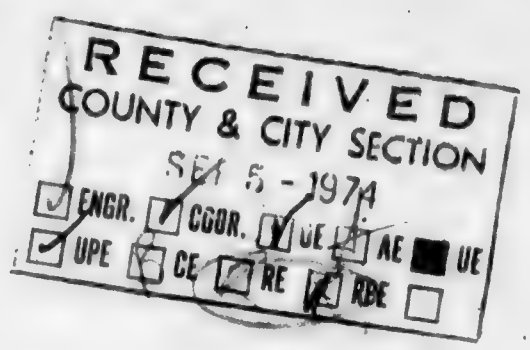
DNS:we
cc: F. B. Klaboe
E. L. Hardt
W. Bryant, FHWA
Environmental Section
County-City Section
Victor D. Wolfe
Clackamas County



Fas 943
Clack Co

September 4, 1974

Mr. Winston W. Kurth
Clackamas County Engineer
Department of Public Works
902 Abernethy Road
Oregon City, OR 97045



Dear Mr. Kurth:

Thank you for presenting the various bikeway alternatives for the Kruse Way (FAS 943) project to your advisory committee. I believe the Class I bikeway alternate separated from the roadway is a good choice. This alternate will require additional right of way along the northerly side of the highway. I assume this will not be objectionable to the County.

A copy of your letter and sketch is being forwarded to our Road Design Section for incorporation of the bikeway in the final construction plans.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp
cc J.H. Versteeg
Gary Potter
H.S. Cox

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

August 21, 1974

Mr. James D. McClure
Bicycle Route Engineer
Oregon State Highway Department
Highway Building
Salem, OR 97310

The Clackamas County Bicycle Advisory Committee reviewed an appropriate bicycle facility which they request be included in the Kruse Way, FAS 943, facility. It was a unanimous concensus of the Committee to request the provision of a 10 foot Class 1 Bikeway and Pedestrian path on the northerly side of the Kruse Way facility, to be located as close to the right-of-way line as is possible. In cases where noise and sight berms are required, that they separate the highway facility from the bike and pedestrian path was requested.

In providing a Class 1 facility on the north side of Kruse Way, it was felt that there was no need to provide a Class 3 bikeway facility within the traffic lanes and it was further felt that the walkway on the south side could be reduced to 5 feet. The north side of Kruse Way was selected as the location for a Class 1 facility due to the fact that it will provide for a logical connection of a pedestrian and bikeway path system being developed by the Farmers' Insurance Company within the Golden Triangle area.

It is my further understanding that requests have been made or are in the process of being made to provide a pedestrian and bicycle overpass over I-5 north of the South Tigard Interchange.

It is hoped that in the re-designing of Kruse Way a bicycle path as envisioned can be provided.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

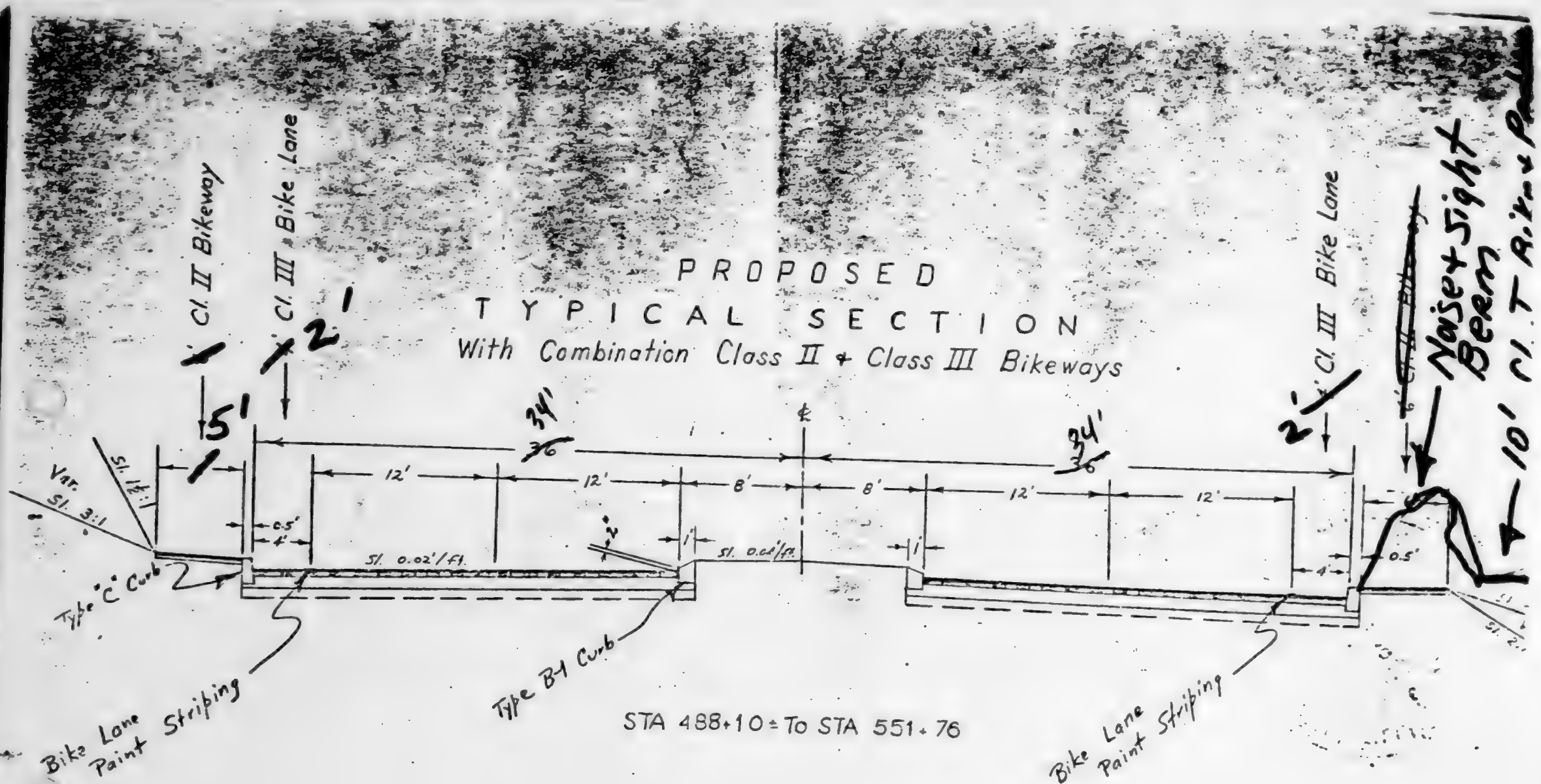
WINSTON W. KURTH - County Engineer

/mak

RECEIVED
AUG 23 1974
LOCATION SECTION

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

PROPOSED
TYPICAL SECTION
With Combination Class II + Class III Bikeways



STA 488+10 = To STA 551+76

S. TIGARD INTERCH. – S W BOONES FERRY RD.
BONITA ROUTE FAS 943

8461

R

DEPARTMENT OF ENVIRONMENTAL QUALITY

NOTED
A. E. JOHNSON

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5359

TOM McCALL
GOVERNOR

KESSLER R. CANNON
Director

August 23, 1974

County of Clackamas
Board of Commissioners
Oregon City, OR 97045

Re: Application for Construction,
Kruse Way, FAS 943

Gentlemen:

Pursuant to your letter of July 29, 1974, and to previous correspondence with Mr. John McIntyre, Director of Public Works, Clackamas County, pertaining to Departmental approval for construction for FAS-943, Kruse Way, the Department is now advised that land use planning for the area will be essentially similar whether annexed to Lake Oswego or remaining under Clackamas County jurisdiction. In order to investigate the question of necessity for Departmental approval for Kruse Way, the Department has contacted the Oregon State Highway Division as to the present status of the final configuration for this facility. We have been advised that our questions as to noise and air quality effects occurring as a result of construction of Kruse Way will be answered in the final Environmental Impact Statement for the facility, currently under preparation. We were also advised, however, that the final configuration for the facility has not as yet been completely determined.

Inasmuch as the final configuration for the facility has not been completely determined, it would not be possible for the Department to determine at this point in time whether Kruse Way will require Department approval prior to construction.

Since bids for this roadway cannot be let until such time as the final Impact Statement has been completed and approved and the final roadway configuration has been determined, delay in approval action by the Department at the present time is not considered responsible for the delay in initiation of construction referred to in your July 29, 1974, letter.

The Department is willing to work with Clackamas County and the Highway Department in order to assist in completion of the above mentioned Impact Statement. Review action will be initiated by the Department

RECEIVED
AUG 27 1974
HIGHWAY ENGR

REFER TO

FOR

Copy To
Potter
for info
8-29-74

RECEIVED
AUG 28 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

DEQ-1

promptly after receipt of the Impact Statement and the final roadway configuration.

Cordially,

KESSLER R. CANNON
Director

RMJ:mh
cc: OSHD
John McIntyre, Clackamas Public Works
CRAG
City of Lake Oswego
Clackamas Planning Commission
NWRO

con 21-6
Clack.
Co.

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045

655-3311

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

RECEIVED
STATE HWY ENGR
JUL 31 '74
REFER TO
FOR

July 29, 1974

Mr. Kessler R. Cannon
Director
Department of Environmental Quality
1010 N. E. Couch Street
Portland, OR 97232

On July 10, 1974 you corresponded with Mr. John McIntyre, Director of Public Works, regarding our plans for the construction of Kruse Way, FAS 943. The letter was precipitated as a result of a conversation Mr. R. M. Johnson of your Department had with Mr. McIntyre. Several questions were raised regarding the County's position on the construction of Kruse Way, and for that reason the County's response is as follows:

1. Clackamas County has been working on a new comprehensive plan for several years. In January of this year the Planning Commission submitted a recommended plan to this Board for our consideration. This plan called for medium density development along that portion of Kruse Way under County jurisdiction, with commercial development abutting Kruse Way at its intersection with Bangy Road. The Board held several hearings on this recommended plan and, as a result of the testimony presented by the City of Lake Oswego and the residents of the area, we instructed our Planning Commission to alter the zoning along Kruse Way in conformance with the Lake Oswego plan. Basically, the zoning now calls for low density development along the facility with commercial development extending on both sides of Bangy Road from Kruse Way south to Burma Road. The Lake Oswego plan did have a small amount of medium density intermingled with commercial along the east side of Bangy Road, which has not been made a part of our plan. We now consider that this zoning is totally consistent with that of Lake Oswego and conforms with the desires of the residents of the area. The Board plans to adopt the new comprehensive plan, with zoning in the Kruse Way corridor as described, August 7, 1974.

Fred Boyd

RECEIVED
AUG 1 1974
Office of
Assistant State Highway Engineer

2. You requested that we describe any significant adverse impact on air quality resulting from the land use as set forth in our preceding statement No. 1. Low density is defined in the County's plan as 1 to 5 dwelling units per acre, depending upon the availability of water, sewer and ground slope. The Lake Oswego plan defines low density as 3.5 dwelling units per acre. We consider these densities essentially the same and feel that they should not create any adverse air quality.

3. You inquired as to what the County proposes for noise control measures along this facility. Please be advised that we will be utilizing Federal funds to construct Kruse Way and, for that reason, we must meet the Federal standards for noise control. The State Highway Department will be designing the facility in order to meet these standards and we suggest you direct your inquiry to them.

We would at this time request that you review your regulations and inform us why we need an Emissions Permit. The regulations you have cited in the past concern freeways, expressways and related facilities. It should be obvious from the correspondence we have been furnishing your office that Kruse Way is intended as a boulevard entrance to the City of Lake Oswego. It will function, at the most, as an arterial street, since we plan to allow ingress and egress to the facility from adjoining property, which is not a characteristic of a freeway or expressway. In addition, the speed along this facility will be compatible with residential-commercial areas found in the City of Lake Oswego, which will be somewhere between 30 and 45 m.p.h. Kruse Way was first envisioned as a higher type facility, but due to the design changes requested by the City of Lake Oswego, the residents of the area and our own staff, upon review of the Environmental Impact Statement, we now class Kruse Way as an arterial street, thus, in our opinion, exempting it from your existing regulations.

It is the desire of this Board, the City of Lake Oswego and the many residents of the area that you either designate this facility as one which does not fall within your regulations or give favorable consideration to our request for an Emissions Permit at the earliest possible date. Construction delay is costing the people of this County approximately

$22,000.00 per month as the result of inflation, which we simply cannot afford.

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Commissioner

Thomas D. Telford
Commissioner

pw/

cc: Oregon State Highway Department ✓

CRAG

Public Works Department

City of Lake Oswego

Clackamas County Planning Commission

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5359

TOM McCALL
GOVERNOR

KESS CANNON
Director

July 10, 1974

RECEIVED
STATE HWY ENGR
JUL 31 '74
REFER TO
FOR
Init. | Inv. | Bid | Dir. | Sign | Act | File

Mr. John C. McIntyre, Director
Department of Public Works
County of Clackamas
902 Abernethy Road
Oregon City, Oregon 97045

Re: Request for Additional Information,
Application for Construction, Kruse Way
FAS 943

Dear Mr. McIntyre:

In conformance with the telephone conversation with R. M. Johnson of the Department on July 8, 1974, additional information concerning the application for construction of Kruse Way will be necessary before the Department can complete a final analysis and make a recommendation to the Environmental Quality Commission as to approval or disapproval of the project. Specifically, the information required is as follows:

1. It is understood that you have indicated that the land use zoning for the area would be essentially similar whether the area is annexed to Lake Oswego as proposed or if the area remains within the jurisdiction of Clackamas County. The Department requests that the proposed zoning for the area be described and any differences between the city and county zoning plans be explained. Describe any significant adverse impact on air quality resulting from future land use developments in the area.

2. You also indicated that the final plans for this project would show appropriate noise control measures to insure that Federal noise requirements would not be exceeded at residences along the proposed right of way and the final impact statement would describe projected noise levels along the route. The Department needs to know what the proposed control measures are and what measures have been projected for the entire route of the proposed roadway. Since the requirements vary with zoning, zoning along the project should be shown to demonstrate that present and future residences along the route would be protected from adverse noise impact.

RECEIVED
AUG 1 1974
Office of
Assistant State Highway Engineer

As was mentioned during the phone conversation, it will not be possible to present our evaluation of this project to the Environmental Quality Commission at their July meeting in Salem. We would anticipate bringing this matter to the attention of the Commission at the earliest possible date following our receipt of the information requested above.

Cordially,

KESSLER R. CANNON
Director

RMJ:h

8261

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 25, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed County FAS-C Projects**
Proposed County FAS-C Cancellation

Attached are tabulations describing two proposed Federal-Aid Secondary projects; one in Umatilla County and one in Yamhill County. Clackamas County is requesting the cancellation of a previously approved Federal-Aid Secondary project.

The project requested by Umatilla County is for a bridge over the North Fork Walla Walla River on North Fork Road, FAS 30-115. The FAS funds required for this structure are estimated to be approximately $100,000, of which $11,000 will be the cost to the State.

The request by Yamhill County is for a bridge over Mosquito Creek on Middle Island Road, FAS 753. The FAS funds required for this structure are estimated to be approximately $180,000, of which $19,800 will be the cost to the State.

Clackamas County is requesting the cancellation of the Barton Bridge Section on FAS 809. The County will apply these funds to the I-5 - Boones Ferry Road Section, FAS 943.

These projects will be on the agenda for the July 30 meeting and I recommend your approval.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
W. J. Hart
H. S. Cox
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
Gary Sund
R. E. Whipps

HR:ljt cm

for 943
Clack
Bikeway

July 11, 1974

Mr. Winston Kurth
Clackamas County Engineer
Department of Public Works
902 Abernathy Road
Oregon City, OR 97045

RECEIVED
COUNTY & CITY SECTION
JUL 16 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Dear Mr. Kurth:

As discussed by telephone, there are several types of bikeway design which could be incorporated into the South Tigard Interchange to SW Boones Ferry Road, Kruse Way (FAS 943) project.

One alternate would be to develop an 8-foot-wide sidewalk Class II bikeway on each side of the proposed 68-foot-wide highway section. A second alternate, which I favor and is working very well in the Eugene area, is a combination Class II bikeway on the sidewalks and one-way Class III bike lanes along each highway shoulder. This could be accomplished within the proposed right-of-way by widening the subject highway section to a 72-foot width and reducing the sidewalks to 6 feet. This combination bikeway is shown in the attached photograph and on a typical section sketch of the Kruse Way project.

I feel if only the large sidewalks were provided, many cyclists would be using the travel lanes, and if the shoulders were widened (by eliminating the sidewalks) to provide bike lanes, citizens will object due to the lack of safety. The combination Class II and Class III bikeway serves the utility-oriented high-speed cyclist and offers safety for our younger cyclists and pedestrians, thus serving all users.

Please review the two alternate types of bikeways with the Clackamas County Citizen's Bicycle Advisory Committee for their recommendations. As you indicated in our phone conversation, your Committee should be involved in the decision as to which type of bikeway configuration is to be used.

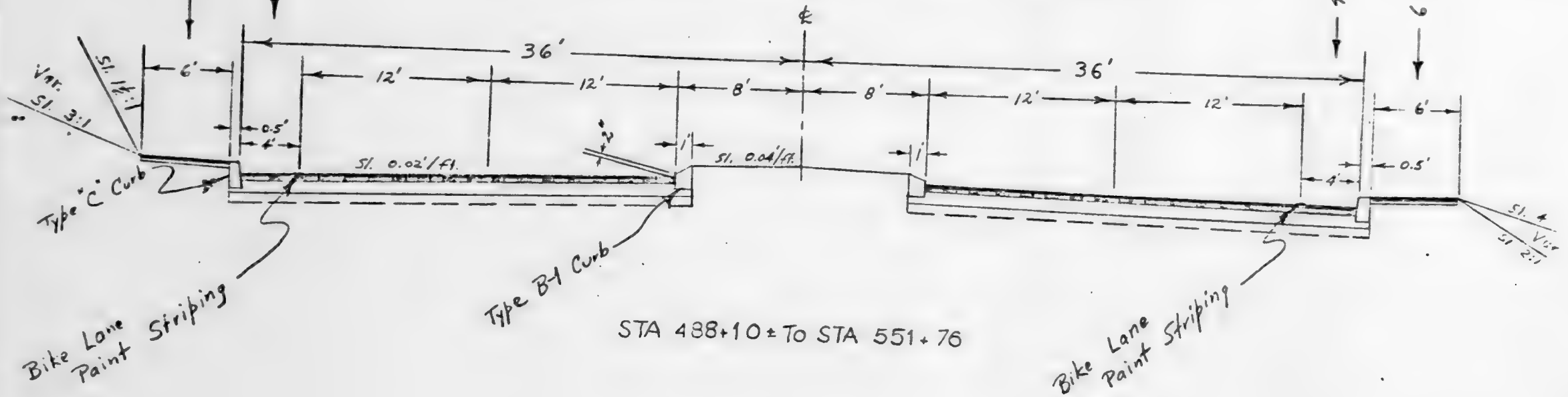
Very truly yours,

NOTED
VICTOR D. WOLFE

Victor D. Wolfe
Location Engineer
By
James D. McClure
Bicycle Route Engineer

JDM:jp/ko
cc J. H. Versteeg
Ed Hardt

PROPOSED
TYPICAL SECTION
With Combination Class II + Class III Bikeways



STA 488+10 ± To STA 551+76

S. TIGARD INTERCH. – S W BOONES FERRY RD.
BONITA ROUTE FAS 943

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
JUN 20 1974
ENGR.

Clackamas County hereby requests cancellation of the project approved by the Highway Commission on February 5, 1968 on the Barton Road, Clackamas River Bridge Section of FAS 809.

In order to reimburse State $ 13,788 for the field work performed by Oregon State Highway Division crews for the preliminary engineering for this project, Clackamas County:

( ) A. Encloses a check/warrant in the amount of $_____; or

(X) B. Authorizes deduction of County Federal funds in the amount of $ 13,788.00 and the transfer of these funds to the Oregon Transportation Commission.

CLACKAMAS COUNTY

By Fred Stefani
Chairman

By Don Edwards
Commissioner

By Thomas D Telford
Commissioner

By _____
Commissioner

By _____
Commissioner

Date June 18, 1974

3961

R

June 14, 1974

Board of County Commissioners
Clackamas County
Oregon City, OR 97045

Gentlemen:

S. Tigard Interchange-Boones Ferry Road
FAS 943 (Kruse Way)
Clackamas County

Your June 3 letter has set forth your desires for the design of the Kruse Way. Our comments follow by number:

1. We still have $1,447,000 of uncommitted fiscal year 1972 FAS funds which are available for the Kruse Way project. As soon as the final environmental impact statement is completed and accepted we hope to program both right-of-way and construction with the Federal Highway Administration in order to obligate these funds.

2. The four-lane section will be constructed, but it is doubtful if there will be sufficient funds for the elaborate landscaping you envision.

3. Our final E.I.S. will cover any alternates considered.

4. Slight revisions can be made in the horizontal and vertical alignment, but it is doubtful if money will be available for extensive landscaping.

5. In the final analysis we can look into the possible line change at Station 540.

6. Bike paths will be consistent with the CRAG plan and can be added on both sides.

7. With both highways four-lanes, plus added right turn lanes, the intersection at Boones Ferry Road will operate adequetly.

8. In the final analysis we will look into the service to Galewood, Gresham, and Harvey Way.

9. It is doubtful there will be sufficient funds for lighting. This should be studied later to determine the advisability of such an installation.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
Gary Potter
L. W. Rullen
H. S. Cox
E. L. Hardt
V. D. Wolfe
R. E. Royer
J. H. Versteeg

DNS:we cm

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

655-3311

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

June 3, 1974

RECEIVED
STATE HWY ENGR
JUN 6 '74
REFER TO
FOR
Info | nves | R/D | D/R | Sign | Act | File

Mr. Fred Klaboe
Administrator and State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

On May 22, 1974 you corresponded with this Board regarding our desires for the construction of Kruse Way (FAS 943) from the South Tigard Interchange to Boones Ferry Road. You requested that we study your remarks and suggestions and let you know our desires for the facility. The remarks which follow will be in the sequence set forth in your letter.

1. It is the hope of this Board that the million dollars plus remaining in 1972 funds will be immediately available for the right-of-way purchase and subsequent construction of Kruse Way. The 1974-'75 General Road budget for this County contains sufficient sums of money to provide our local match for both the right-of-way purchase and construction. These sums will be available July 1, 1974.

2. The construction of a two-lane, standard type facility at this time, which would be adequate for 6 to 10 years, would not meet the desires of Lake Oswego, affected citizens and this County. It has always been the desire of these groups to have a raised and curbed median, planted with ground cover material and deciduous trees which will mature in a spreading canopy, forming a boulevard entrance to the City. The two lanes you propose would not be aesthetically acceptable and, in addition, would require disruption of adjacent land when the facility was widened to four lanes in the future. For the reasons stated above, we request that the original four-lane section be used, except that the median is to be raised, curbed and landscaped.

1/2

3. The alternate location for Kruse Way terminating at Boones Ferry and Bryant Roads does not appear acceptable in light of the information you have submitted to our Board. As an example, we are concerned that the traffic on Kerr Road be held to a minimum, thus Kruse Way must be oriented toward serving the Lake Oswego area rather than Lake Grove. We do request that you mention in the final E.I.S. distribution of trips resulting from the alternate locations, and that the Bryant Road alternative would not satisfy the County's needs. In addition, we are concerned with the disruption of the community and it is apparent from your remarks that the original location will have the least disruption. We now agree that the original corridor is superior to the Bryant Road alternate and would request no further consideration be given to the alternate route.

4. It is the desire of this Board that you make all revisions in the horizontal and vertical alignment as requested in our previous correspondence, but that these revisions remain within the limits set forth in the public hearing. Adequate landscaping can make the difference as to whether a facility is aesthetic and environmentally acceptable to the community. We have committed to everyone that we will do everything possible to make this facility compatible with land-use and acceptable to the community. For this reason, we request extensive landscaping within the availability of funds.

5. This Board again requests that the line be moved southerly in vicinity of Station 540, if possible, without causing any great delay or adverse environmental impact on the project.

6. Clackamas County is vitally concerned with the single mode transportation system utilized in the past. The inclusion of a bike path, in our opinion, is a necessary part of changing our transportation system to one of multi-modal. For this reason the 8 foot wide bike way, consistent with the CRAG plan, is requested.

7. Clackamas County has sufficient confidence in your traffic personnel to feel if you are satisfied with the intersection of Kruse Way and Boones Ferry Road, so are we. Your remarks have alleviated our concerns in this regard.

8. The City of Lake Oswego is desirous of connecting Galewood, Gresham and Harvey Way to Boones Ferry Road at a single point.

ITEM 8 Cont'd.

If this is possible and will not substantially delay the project and remain within the availability of existing funds, it is our request that you proceed with this re-design.

9. Standard highway lighting is requested if funds are available. If not, possibly lighting could be installed at a later time through some other Federal program.

10. We will purchase the right-of-way needed to reconstruct the South Tigard Interchange at the time we purchase the property needed for Kruse Way from the Church of the Latter Day Saints.

It is hoped that the preceding remarks sufficiently answer your concerns and will allow you to immediately proceed with the preparation of the final Environmental Impact Statement and approval of this project.

The City of Lake Oswego, the residents of Bonita Road and this Board are most appreciative of your cooperation and assistance in seeing that this needed facility becomes a reality.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Commissioner

Thomas D Telford
Commissioner

PW

cc: CRAG
cc: DEQ
cc: Public Works Department
cc: OSHD - City-County Division

CON 21-6
Clack. Co.

341-5

May 22, 1974

Board of County Commissioners
Clackamas County
Oregon City, OR 97045

Gentlemen:

Re: S. Tigard Interchange-Boones Ferry Road
FAS 943 (Kruse Way)
Clackamas County

This is in reply to your letter of April 24 concerning several possible revisions or alternates to FAS 943 (Kruse Way).

There is one million plus dollars remaining in 1972 FAS funds which could possibly be used on this project. As to your alternates 1 and 2, our staff has this to say:

Alternate 1 would provide a two-lane facility which would handle projected traffic for about six to ten years. The typical section you suggest could not be recommended as it eliminates any passing maneuvers over the entire length of the project. A two-lane standard-type facility which would permit passing would be adequate at least for an interval of six to ten years.

Alternate 2 suggests a possible alternate location tying into Bryant Road on the easterly end. Projected traffic desires indicate 65 percent of vehicle trips are oriented toward Lake Oswego and 35 percent oriented to Lake Grove. Therefore, the original route location will provide the greatest overall benefit to the motorist rather than the Bryant Road routing.

The Bryant Road route will also terminate at a substantial commercial development which will create increased traffic conflicts. Environmentally, the original route stays clear of most development, whereas the Bryant route cuts through developed areas.

It appears from the previous discussion that the original plan is most favorable, and the following can be said about your suggested changes to it:

If an initial four-lane design is constructed, it will be possible to make slight revisions in horizontal and vertical alignment so long as we stay within the limits of the public hearing. Elaborate landscaping can be included depending on availability of funds.

Topographically, the line can be moved southerly in the vicinity of Station 540, but a detailed study would be required to determine the environmental impact.

Eight-foot wide bikeways can be provided adjacent to the curbs on either side of the roadway section and will fit into the CRAG plan.

If at the intersection of Kruse Way and Boones Ferry Road a right turn lane is added, both to the proposed four-lane Kruse Way and also to existing Boones Ferry Road, we are satisfied that this design, with proper signal timing, will adequately handle traffic on both Boones Ferry and Kruse Way.

Physically, it is possible to construct a connection between Galewood and Gresham and Harvey Way which in turn would connect to Boones Ferry Road. Without this it appears all three roads could connect individually to Boones Ferry Road.

Standard highway lighting can be incorporated into the design, again depending on available funds.

The right-of-way description for the Church of the Latter Day Saints property, needed to reconstruct the South Tigard Interchange, has been revised and is available.

If you will study our remarks and suggestions and let us know your desires for this facility, we can proceed with the design and preparation of the final Environmental Impact Statement.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: On attached sheet.

cc: City of Lake Oswego
Lake Oswego, OR 97034

Clackamas County Public Works
902 Abernathy
Oregon City, OR 97045

Columbia Region Association of Governments
6400 S. W. Canyon Court
Portland, OR 97221

Department of Environmental Quality
N. W. Region Office
1010 N. E. Couch
Portland, OR 97232
Attention: Weathersbee

bc: A. E. Johnson
E. S. Hunter
J. H. Versteeg
L. W. Rulien
H. S. Cox
E. L. Hardt
V. D. Wolfe
R. E. Royer

DNS:we cm

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg, Design Engineer
Attention: A. D. Olson

DATE: May 10, 1974

FROM: John Hanks
Project Analysis Supervisor

SUBJECT: Kruse Way
Clackamas County

The following is an evaluation of the alternatives posed in the Clackamas Board of Commissioners letter of April 24, 1974.

I. Initially, constructing Kruse Way as a two-lane facility.

Traffic volume projections for Kruse Way indicate that a two-lane facility will reach unstable traffic operation between 1980 and 1984; or in six-ten years. The four-year range in predicting unstable conditions depends on the following variables:

A. Development of the vacant land area in the corridor.

(1) residential density, and
(2) extent of commercial development

B. Completion of the proposed Kerr Road improvment project.

C. Degree of transit service curbing growth in auto trips.

D. Constructing Jefferson Parkway linking Kerr Road with the Haines Road Interchange at I-5.

E. Construction of a roadway providing an improved connection between ORE99W and the Haines Road Interchange.

Clackamas County's two-lane design concept indicates a 12-foot travel lane each direction separated by a curbed median. Such a design does not follow standard practice as passing opportunities are eliminated and the slowest moving vehicle in a traffic queue will control travel speeds throughout the 1.1 mile length of the facility.

A two-lane Kruse Way will reduce the impact on the South Tigard Interchange. Design revisions are recommended for the southbound off-ramp, northbound on-ramp, and the south-to-west loop ramp; however, the overcrossing structure will

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R. L. S...

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NOTED
GARY A. POTTER

81-125-1367

basically be unaffected. A four-lane Kruse Way will require restripping the structure to provide an additional lane resulting in some 11-foot lanes and reduced shy distance to the curbs. Also, an additional lane northbound on the Beaverton-Tigard Expressway will be needed from South Tigard Interchange to SW 72nd Avenue Interchange.

II. Feasibility of a route corridor connecting at Boones Ferry Road and Bryant Road.

Projected traffic desires indicate 65 percent of vehicle trips oriented toward Lake Oswego and 35 percent oriented to Lake Grove. Therefore, the original route location will provide the greatest overall benefit to the motorist rather than the Bryant Road routing. See attached traffic flow illustration.

An additional objection to the Bryant Road location is the substantial commercial development in the vicinity which would create increased traffic conflicts.

III. Kruse Way and Boones Ferry Road Intersection.

Attached is a schematic diagram indicating the recommended lane configuration of the intersection. We are satisfied that this design with proper signal timing will adequately handle traffic on both Boones Ferry and Kruse Way.

JH:ap
Attachments
cc: Gary Potter

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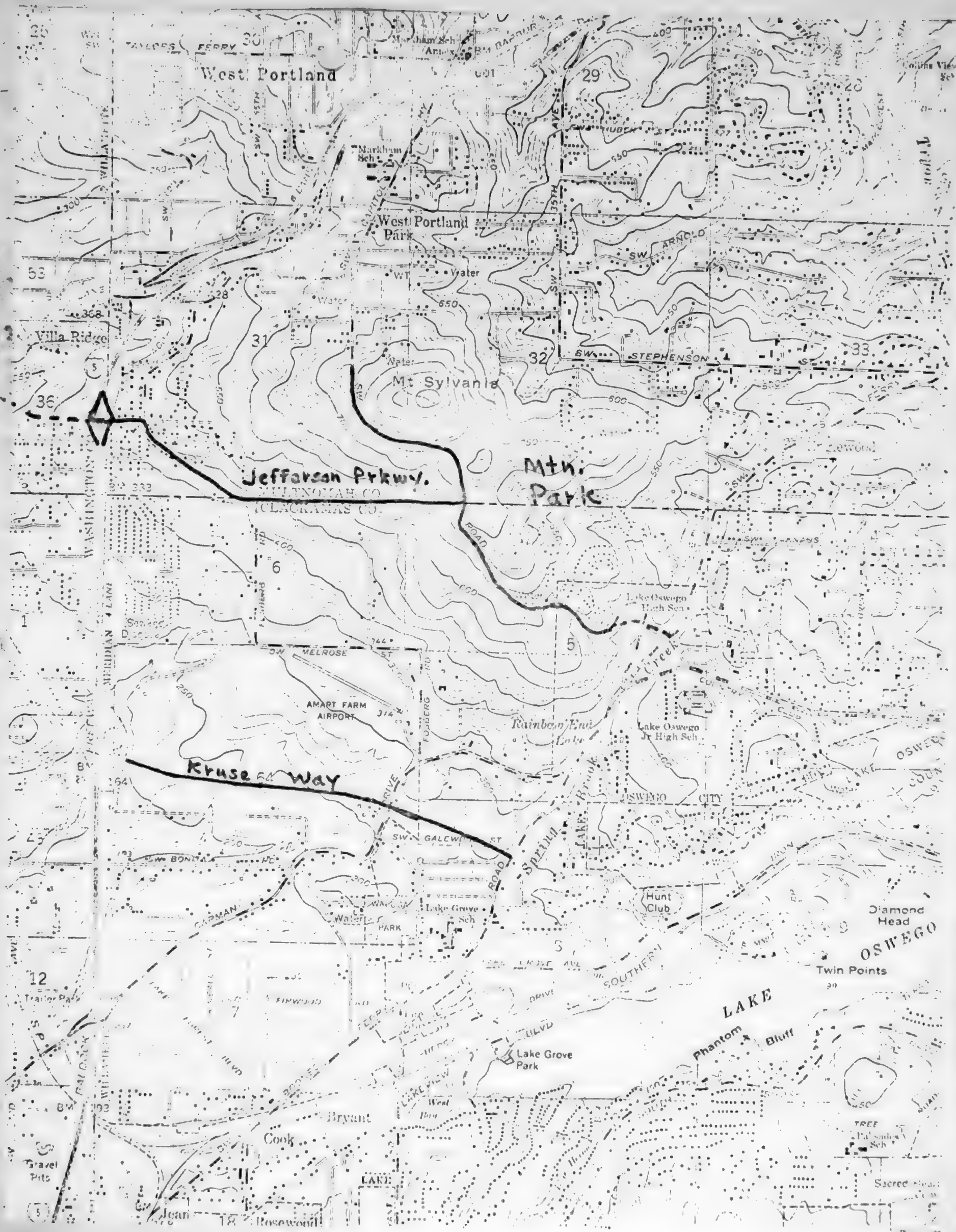
MAY 10 1974
ENVIRONMENTAL
SECTION

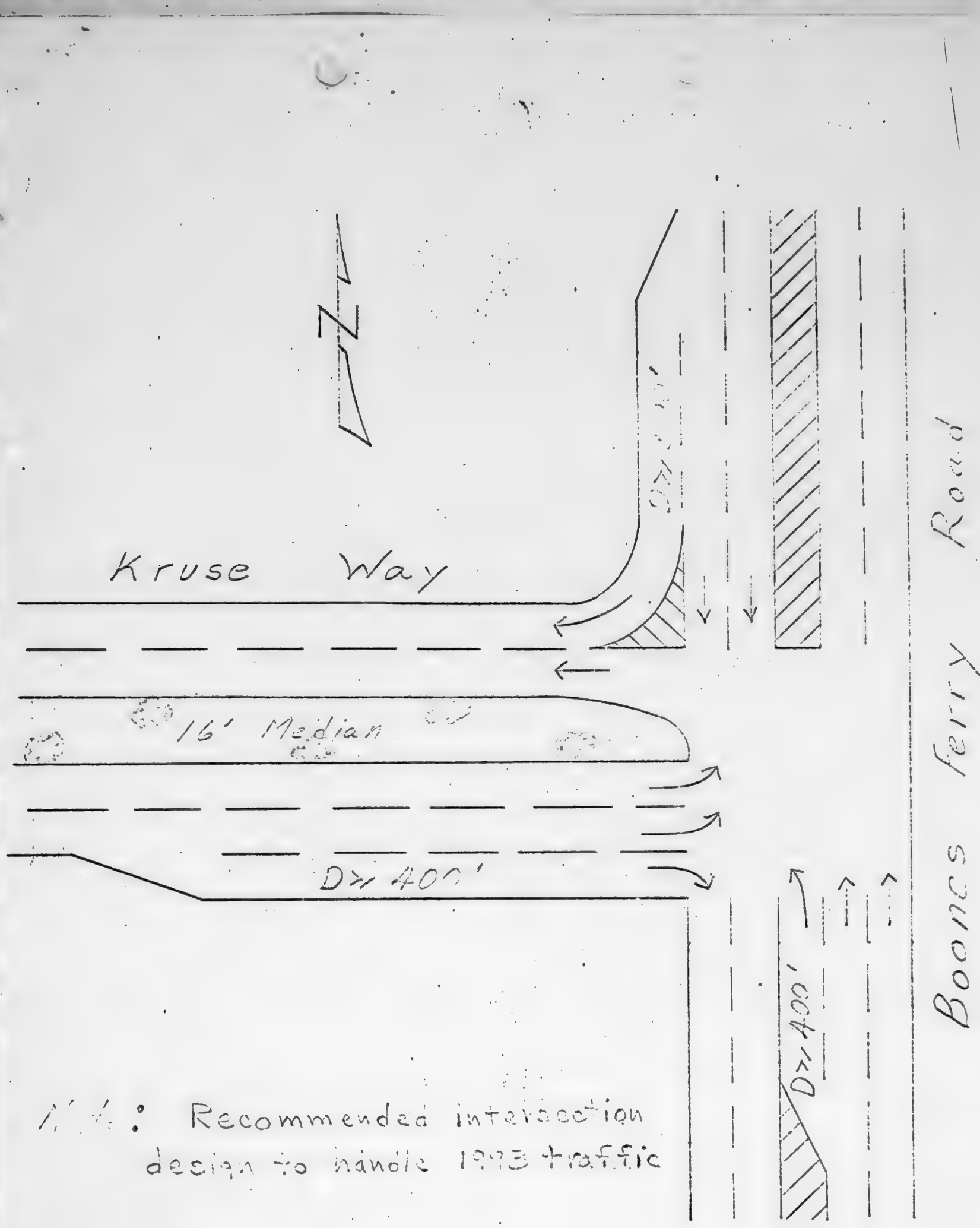

West Portland
West Portland Park
Markham Sch
Water
Villa Ridge
Mt Sylvania
Jefferson Prkwy.
Mtn. Park
WASHINGTON CO.
CLACKAMAS CO.
AMART FARM AIRPORT
Kruse Way
Rainbow End Lake
Lake Oswego Jr High Sch
OSWEGO CITY
Lake Grove Sch
Lake Grove Park
Hunt Club
Diamond Head
OSWEGO LAKE
Twin Points
Phantom Bluff
Bryant
Cook
Rosewood
Gravel Pits
Trailer Park
Sacred Heart
SW MELROSE ST
SW ARNOLD
SW STEPHENSON ST
SW GALEWOOD ST
SW BONITA
SOUTHERN PACIFIC
Spring Brook
Fosberg Rd
Sandpiper Dr
Meridian Lane

KRUSE WAY TRAFFIC DESIRES

Northerly Kruse Way Route

Southerly Kruse Way Route

00% % Traffic Flow between Boones Ferry Road and Kruse Way



1'4": Recommended intersection design to handle 1993 traffic

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
655-3311

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

NOTED
E. S. HUNTER
Vanstiey
Dls. Report by
May 13th
ESH

April 24, 1974

RECEIVED
APR 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Fred Klaboe, Administrator and
State Highway Engineer
Highway Building
Salem, OR 97310

Clackamas County has reviewed the draft of the Environmental Impact Statement prepared by the Environmental Unit of your Division and analyzed the many comments we have received from interested citizens regarding the construction of FAS 943 (Kruse Way). We are convinced the need exists for this facility and wish to proceed with the project. We understand that you can make 1972 FAS funds available for this work. For this we are appreciative. We do realize our match will be slightly higher using 1972 funds rather than the 1973 FAUS funds, but time delays in obtaining FAUS funds will greatly increase the project cost.

The Executive Board of CRAG has, on several occasions, stated its support for this project as a desirable section of the Regional Transportation System of the Portland Metropolitan area and to date has not altered its position. They have, in their letter to you dated September 24, 1973, recommended that several deficiencies be corrected in the Environmental Impact Statement and that comments from Lake Oswego regarding the facility be incorporated in the final project. We, too, support this position and for that reason would like to first request that you investigate the following alternates to the presently proposed facility:

1. Initially constructing Kruse Way to a 2-lane facility (12' travelable and 10' emergency parking lanes), with a 24' curbed median barrier suitable for tree plantings, etc., with provisions that the facility could be widened to a 4-lane in the future, if the need arises. Widening would occur by reducing the median barrier to 16', eliminating the emergency parking lane and having four 12' lanes with 2' shy distance to the curbs.

2. Investigate the feasibility of establishing the route corridor beginning at the South Tigard Interchange and extending in a

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what can be done.

southeasterly direction to the intersection of Boones Ferry Road and Bryant Road. We are not asking for a design in this corridor, but only a feasibility study which includes costs and environmental considerations.

If a preliminary investigation of No. 1 above shows that it is feasible, desirable, environmentally sound, within the costs we have projected for the presently proposed facility and that it will provide relief to Bonita and Kerr Roads, then we wish to proceed with the 2-lane design incorporating the points raised further in this letter. If No. 2 above is found to meet these same criteria and presents less disruption to the community, provides a better traffic flow for the Lake Oswego area and will greatly reduce traffic on the streets mentioned above, we wish to be immediately notified so that a decision can be made as to the corridor we desire. If, on the other hand, 1 and 2 above do not have the advantages of the presently proposed facility, then we request that you make the following minor changes to the design:

1. Redesign the roadway section so that it follows the contours of the area as closely as possible so as to meet the minimum FAS requirements. The 16' median should be curbed, which would provide an area that would be planted with ground-cover material and decidious trees which will mature in a spreading canopy, forming a boulevard entrance to the City of Lake Oswego.

2. Investigate the possibility of changing the route location in the vicinity of Station 540 southerly in order to minimize the size of the triangle we are creating between the facility and Galewood (Rees) Road.

3. Incorporate a bikepath along the route consistent with the CRAG comprehensive Bikeway Plan.

4. Review the intersection of Kruse Way and Boones Ferry Road and assure yourselves that the signalization as proposed will adequately handle the traffic on both routes.

5. Provide a connection of Galewood with Gresham and Harvey Way in order to allow access to Boones Ferry Road, south of Kruse Way/Boones Ferry intersection.

6. Incorporate standard highway lighting which is environmentally acceptable to arterial roads within a residential community.

7. Prepare the right-of-way descriptions for land needed to ultimately reconstruct the South Tigard Interchange, which, we understand, has been under study for some time. It will be

the intent of Clackamas County to purchase this right-of-way from the Church of the Latter Day Saints at the same time as we purchase the right-of-way for Kruse Way.

It is hoped that you will authorize the immediate preparation of the final "Environmental Impact Study" so that we can proceed with the project as quickly as is possible and provide the needed relief for the residents of Bonita Road.

We again wish to extend our sincere appreciation for the help your Department and Staff have given to this County in realizing a most difficult project.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

/pw

cc: City of Lake Oswego

cc: Clackamas County
Public Works Department

cc: CRAG

cc: Northwest Regional Office, DEQ
ATT: E. J. Weathersbee

8261

311-K

June 11, 1974

Mr. Charles D. Ruttan
Morrison, Bailey, Dunn, Cohen & Miller
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Dear Mr. Ruttan:

S. Tigard Interchange-Boones Ferry Road
FAS 943 (Kruse Way)
Clackamas County

In reply to your letter of May 2 regarding Kruse Way, its possible redesign, and Mr. Gordon Martin's in-depth involvement in such work, this is to advise you that at this time there is no active design work being done on this project. We have been asked, by Clackamas County, to review some features of the existing design; however, no revisions have been requested.

Mr. Martin has copies of the current plans for the facility and also copies of a tentative interchange revision to serve the area. We realize that this interchange plan does not answer all of Mr. Martin's concerns; however, development on the west side of the interchange precludes major revisions in that area.

If significant revisions are to be undertaken on Kruse Way we will advise Mr. Martin, through you, as well as other interested citizens so that local input may be obtained.

If you wish to stay current with the status of the project, I suggest that Mr. McIntyre would be the appropriate contact.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ADO:jh
bc: js
F. B. Klaboe
A. E. Johnson
J. H. Versteeg
E. L. Hardt
Gary Potter
John McIntyre

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
F. BROCK MILLER
ROBERT R. CARNEY
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
WALTER H. GREBE
BOYD J. LONG
ROBERT L. ALLEN
THOMAS H. TONGUE
NORMAN A. PHILLIPS
GEORGE J. COOPER, III
CHRIS L. MULLMANN
CHARLES D. RUTTAN
LEONARD H. BEASLEY

MORRISON, BAILEY, DUNN, COHEN & MILLER
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

May 2, 1974

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MAY -
ROAD DESIGN SECTION
Swanson
R. Olson
Trout
Bring Up
Other

Mr. Fred Klaboe
State Highway Department
Salem, Oregon

Re: Kruse Way (FAS 943)

Dear Mr. Klaboe:

Our office on behalf of Mr. Gordon R. Martin has been involved with Kruse Way for a considerable period of time. Recent meetings with Mr. McIntyre of the Clackamas County Public Works Department and Mr. Potter, Director of the State Environmental Department indicate that the Kruse Way facility is to be redesigned.

We hereby formally request inclusion in all design studies for Kruse Way reference the South Tigard Interchange and the section of Kruse Way between Carman Drive and Boones Ferry. Mr. Martin has been in contact with the State Highway Department for several years concerning FAS 943 and has entered into detailed discussions concerning the capacity of the South Tigard Interchange.

It is our belief that we could be of considerable assistance in this matter due to Mr. Martin's knowledge of the intricacy of land use and highway design; providing we are allowed to participate in an in-depth manner. Both Mr. Potter and Mr. McIntyre concur in this opinion and join in this request; however they take no position on Mr. Martin's recommendations.
Please respond.

Very truly yours,

Charles D. Ruttan

CDR/bh
cc: Mr. Gary Potter
Mr. John McIntyre
Mr. Gordon Martin

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MAY 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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STATE HWY ENGR
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Info | Advise | R/D | D/R | Sign | Act | File

June 11, 1974

Mr. Charles D. Ruttan
Attorney at Law
17th Floor Standard Plaza
Portland, OR 97204

Dear Mr. Ruttan:

The $1,447,000 FAS funds which have been made available to Clackamas County for Kruse Way must be committed by June 30, 1975.

Our County-City Unit had no printed guidelines which were used in determining Clackamas County's eligibility for the funds. It was simply a matter of informing the County that there was that amount of non-committed Fiscal Year '72 FAS funds available if Clackamas County wanted to use them for Kruse Way.

Very truly yours,

L. W. Rulien
Project Management Engineer

cc John McIntyre
Director of Public Works
902 Abernethy
Oregon City, OR 97045

HSC:dg

bc E. S. Hunter

Jack Sollis

H. S. Cox

Jus 943
Clack Co

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MAY 31 1974
PROJECT MANAGEMENT SECTION

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
F. BROCK MILLER
ROBERT R. CARNEY
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
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CHRIS L. MULLMANN
CHARLES D. RUTTAN
LEONARD H. BEASLEY

MORRISON, BAILEY, DUNN, COHEN & MILLER
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

May 30, 1974

Mr. Larry Rulien
Oregon State Highway Dept.
Salem, Oregon 97310

Re: Kruse Way

Dear Mr. Rulien:

During our conversation of May 24, 1974 you indicated that FAS funds must be committed to a specific project within three years of their allocation to the State. Please advise as to the date the $1,447,000.00 referenced in your letter of May 23 will no longer be available for Kruse Way.

It would also be appreciated if you would have your County-City unit forward to our office copies of the guidelines utilized in determining Clackamas County's eligibility for the subject FAS funds. If photocopy cost is incurred, payment will be made upon billing.

Very truly yours,

Charles D. Ruttan

Charles D. Ruttan

CDR/sm
cc: Gordon Martin

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COUNTY & CITY SECTION
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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May 28, 1974

Mr. Charles D. Ruttan
Attorney at Law
17th Floor Standard Plaza
Portland, OR 97204

Dear Mr. Ruttan:

By letter of May 8, you inquired about the status of funding of Kruse Way in Clackamas County.

Currently, Kruse Way is a proposed facility under the jurisdiction of Clackamas County and on the Federal Aid Secondary system.

The Federal Highway Act of 1973, among other things, established funding for rural secondaries and precluded the use of such funds within urban boundaries.

It is generally recognized that at any time a new act is passed, there may be monies unexpended from previous appropriations and that in all probability there will be projects in various stages of implementation. Kruse Way is such a project. Preliminary engineering was undertaken back in about 1966 followed by appropriate hearings and related activities, and Clackamas County feels a need for the facility and wishes to proceed with the work necessary to complete the project.

At this time, there are sufficient Federal Aid Secondary monies that were derived from the 1970 Highway Act available to finance this project. In order to apply these funds, the final environmental impact statement must be approved by the Federal Highway Administration.

A check with our County-City Unit indicates that under existing guidelines Clackamas County is eligible for funds necessary to finance this project.

For your information the unprogramed balance of Federal Aid Secondary funds which were derived from the 1970 Highway Act is $1,447,000.

Very truly yours,

F. B. Klaboe, Administrater
and State Highway Engineer

cc Mr. John McIntyre
Director of Public Works
902 Abernethy
Oregon City, OR 97045

bc E. S. Hunter
H. S. Coulter
L. W. Rulien

LWR:dg

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
F. BROCK MILLER
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MORRISON, BAILEY, DUNN, COHEN & MILLER
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

May 8, 1974

Mr. Fred Klaboe
Administrator and Highway Engineer
State Highway Department
Salem, Oregon

Re: Kruse Way

Dear Mr. Klaboe:

Our office has been informed by John McIntyre, Director of Public Works for Clackamas County, that the Oregon State Highway Division is making 1972 Federal Aid Secondary Funds available for the construction of Kruse Way. It is our understanding that under recently enacted Federal legislation, Kruse Way no longer qualifies as a Federal Aid Secondary Project. For this reason, we are unable to understand the rational behind the funding which apparently is to be used.

Please explain the rational supporting an allocation of FAS funds for the construction of Kruse Way. In conjunction with this, please provide documentation setting forth the total amount of 1972 Federal Aid Secondary Funds available for highway construction in Clackamas County, together with documentation setting forth requirements for allocation of such funds.

Very truly yours,

Charles D. Ruttan

Charles D. Ruttan

CDR/bh
Enclosure
cc: Mr. Gordon Martin
Mr. John McIntyre

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FOR
Info | Ltrs | R/D | D/R | Sign | Act | File

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MAY 13 1974
PROJECT MANAGEMENT SECTION

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

May 5, 1974

Charles D. Ruttan
Morrison, Bailey, Dunn, Cohen & Miller
Attorneys at Law
17th Floor - Standard Plaza
Portland, OR 97204

The Oregon State Highway Division is making 1972 Federal Aid Secondary funds available for the construction of Kruse Way. These funds will be deducted from the yearly allocation to which this County is entitled. Sufficient matching funds will be in our fiscal 1974-'75 budget.

It is hoped that the above information complies with your request.

JOHN C. McINTYRE - Director of Public Works

/mak

cc: Board of County Commissioners

cc: Fred Klaboe - Administrator and
Highway Engineer

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

8361

R

HOME ADDRESS
ROGER E. MARTIN
13750 SW KRAUS ROAD
LAKE OSWEGO, OREGON 97034

CLACKAMAS COUNTY
DISTRICT 24

COMMITTEES
AGRICULTURE AND NATURAL RESOURCES
LOCAL GOVERNMENT AND URBAN AFFAIRS
PROPERTY TAX RELIEF AND SCHOOL FINANCE

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

May 17, 1974

Mr. Kessler Cannon, Director
Department of Environmental Quality
1234 S. W. Morrison
Portland, Oregon 97205

REFERENCE: Kruse Way, Lake Oswego

Dear Kess:

In mid year 1973, Clackamas County submitted a request to build Kruse Way between Boones Ferry Road and Tigard Interchange of I-5. According to your department that request was withdrawn, because the request was premature and various requirements to meet air standards and other environmental considerations were not part of the application. On the other hand, according to Clackamas County, it was withdrawn because your staff was going to recommend against the request.

I am not personally interested in the actual reasons why the request was withdrawn last year. However, I am extremely interested in seeing that the new request which is being submitted this week and with those environmental considerations answered, be given the fullest consideration and action be taken as soon as possible. I appreciate your department's concern for air quality and possible noise level (although these standards have yet to be adopted). Also, I am fully aware of arguments going on now about land use and planning in the area, although I do not consider that to be part of your department's consideration of this request.

My primary consideration at this time is for the people who live on Bonita Road, who are taking the brunt of all of the traffic that would ordinarily travel Kruse Way when it is built. I agree that the noise level is too high and air polution too great. Common sense tells me that Bonita Road, which was built years ago for perhaps 1,000 cars a day, simply cannot accomodate 10,000 cars a day as it is at the present time.

I respectfully request that you give immediate consideration to the Clackamas County request. I further urge that you contact me as soon as you have had an opportunity to review this request so that I may come to your office with John McIntyre from Clackamas County, and the proper official from the Department of Transportation, to discuss any needed changes in their request.

Very truly yours

Roger E. Martin

cc: John McIntyre
Fred Klaboe

MEMO TO FILES

April 17, 1974

Re: SW Stephenson St.-SW Lower Boones Ferry Road Sect.
SW 49th Avenue-Kerr Road (FAU 1017)
E.I.S.

On April 16 from 9 a.m. to 11 a.m. a meeting was held in the Multnomah County Public Works Building at the request of Daniel Uman, Multnomah County's new Director of Environmental Services to discuss the subject project. Those in attendance were:

Multnomah Co.: Daniel Uman, Dir. of Environ. Services
Oliver Domreis, Director of Public Works
Doug Lee, Environmental Specialist
Tor Lyshaug, Construction Engineer

Clackamas Co.: Winston Kurth, County Engineer

Lake Oswego: Marlin DeHaas, Director of Public Works

OSHD: Don Adams, Region 1
Dick Unrein

Also in attendance was a representative of Multnomah County's Planning Commission and two Portland State students who had volunteered to collect social and economic data as a class project.

Mr. Uman was mainly interested in why the draft E.I.S. was dragging on and in its poor presentation of facual data. Oliver Domreis explained that two-lane vs. four-lane controversy had stimied progress on the E.I.S. and it was also cloudy at the political level. Clackamas County was still promoting a two-lane facility while traffic data projections indicated a definite need for a four-lane facility.

The following time schedule for action was agreed upon:

By May 15: Mult. Co. to revise preliminary draft E.I.S. to strengthen and support data presented. Special attention to deficiencies of constructing a two-lane facility. Clarify basis for traffic projections.

☑ ENGR. ☑ ASST. ☐ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ TE ☐ TPE ☐

May 15: Multnomah Co. Planning Commission and Lake Oswego Planning Commission to provide land use effects of the various proposals.

May 20: Mail revised preliminary draft E.I.S. to State, Clackamas County and Lake Oswego for review and comment.

June 3: Portland State students to provide social and economic data for the various proposals.

June 5: 9 a.m. - Hold joint meeting at Multnomah Co. Public Works Building to discuss E.I.S. before forwarding to State for processing.

Richard Unrein
Urban Engineer
County & City Unit

RU:ljt

cc: E. S. Hunter
L. W. Rulien
Stu Couper
E. L. Hardt

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
[redacted]
BEN PADROW
DONALD E. CLARK
MEL GORDON
Dan Mosee

Multnomah County Oregon

[redacted] DIRECTOR, [redacted] DIVISION OF PUBLIC WORKS

MAIN OFFICE (503) [redacted] 248-3591 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214

June 8, 1973

Mr. George Ramjove
Environmental Section
Highway Division
Department of Transportation
State Highway Bldg.
Salem, Oregon 97310

Re: Kerr Road (SW 49th Ave.) - FAU Project

Dear Sir:

Enclosed are the traffic data requirements for the joint Clackamas County - Multnomah County Federal Aid Urban project on Kerr Road.

If you have any questions or need additional data, please feel free to contact this office.

Very truly yours,

OLIVER J. DOMREIS, Director
Division of Public Works

Robert E. Johnson

ROBERT E. JOHNSON
Traffic Engineer

REJ:ds

cc: Bernie Straight
Clackamas Co. Public Works Dept.
Oregon City, Oregon

TRAFFIC DATA REQUIREMENTS
KERR ROAD
FEDERAL AID URBAN PROJECT

1. ADT for sections of roadway

Section		1973	(1975) Year Complete	(1977) 2 yrs. after Completion	1983	1993
Boones Fy.- McNary Pkwy.	I	4,100	4,270	5,090	7,350	9,500
McNary- Touch Stone	II	3,400	4,720	5,710	8,400	11,000
Touch Stone- Jefferson Pkwy.	III	3,900	5,940	7,375	11,300	14,600
Jefferson Pkwy.- McNary Pkwy.	IV	4,500	4,960	6,040	9,000	11,600
McNary Pkwy.- PCC exit	V	4,600	5,850	7,200	11,000	14,200
PCC exit- North	VI	10,300	11,000	12,000	14,600	18,900

a. Average speed (both directions for peak hour)

1973 - 36 mph (Measured)
1975 - 40 mph
1977 - 40 mph
1983 - 35 mph
1993 - 35 mph

b. Percent heavy trucks during peak hour

1973 - Negligible
1975 - "
1977 - "
1983 - "
1993 - "

2. Design Capacity (ADT) LSC

Existing facility (two, 9 ft. lanes)	7,580 vpd
Improved two lane with signals & Left Turn pockets	11,500 vpd
Four Lane with Left turns & signals	21,600 vpd

a. 30th highest hour estimated as 12% of ADT (Both Directions)

Section	1973	1975	1977	1983	1993
I	490	5125	6110	880	11400
II	410	5665	6850	980	13200
III	470	7130	885	1320	17500
IV	540	5950	725	1080	13900
V	550	7020	865	1320	17000
VI	1235	1320	1440	1730	2260

3. Level of Service for entire route

1973	C
Year compl.	B
2 yrs. after completion	B
1983	C
1993	C

4. Traffic volume (ADT) Seasonal Variation
Refer to "OSHD Traffic Volume Tables" - use as a guide. Assume April & May approximately equal to yearly average.

5. Traffic volume by weekday and weekend estimated · AWD = 1.12 (ADT)
weekend = 0.647 (ADT)

Section V	1973	1975	1977	1983	1993
weekday	5150	6550	8065	12,320	15,900
weekend	2975	3785	4658	7,117	9,187

6. Hourly volumes as percent of 24 hour volume weekday & weekend
See Attached Sheet

7. Percent local versus through traffic

Through traffic	35%
Local traffic	65%

8. Traffic Impact on Associated Facilities (ADT)
See Attached Sheet

9. Time and peak truck hour traffic
Information taken from license plate survey in May, 1973.

Time	Vehicles	Trucks	% Trucks
11 AM - 1 PM	714	27	3.7
3 PM - 5 PM	808	18	2.2
5 PM - 6 PM	504	3	0.6
7 AM - 9 AM	909	24	2.6

There were very few large trucks in the survey. Trucks have a negligible effect on the flow of traffic during the peak hour of 5 PM to 6 PM.

PW-9A
SM-11-71

MULTNOMAH COUNTY
DEPARTMENT OF PUBLIC WORKS

TABULATION SHEET

SHEET ____ OF ____ SHEETS

Road

Computed by:

Section

Checked by:

Date

Hourly volume as Percnet of 24 hr. volume

	weekday		Saturday		Sunday			
12-1 AM	.51%		2.07		2.59			
1-2	.49		1.12		1.90			
2-3	.24		1.0		.96			
3-4	.08		.22		.48			
4-5	.07		.15		.40			
5-6	.29		.46		.24			
6-7	2.09		1.03		1.02			
7-8	8.01		2.22		1.52			
8-9	6.90		4.09		2.09			
9-10	4.18		5.34		3.69			
10-11	5.18		5.61		6.34			
11-12	6.14		7.0		5.24			
12-1 PM	6.46		8.44		8.21			
1-2	6.16		7.30		6.98			
2-3	6.24		7.26		8.02			
3-4	7.0		7.19		8.34			
4-5	7.82		7.15		9.39			
5-6	8.38		6.66		8.08			
6-7	6.71		6.31		5.86			
7-8	5.08		5.78		6.98			
8-9	3.77		4.00		4.44			
9-10	2.90		3.25		3.48			
10-11	2.72		3.14		2.43			
11-12	2.58		3.21		1.32			
	100%		100%		100%			

PW-9A
5M-11-71

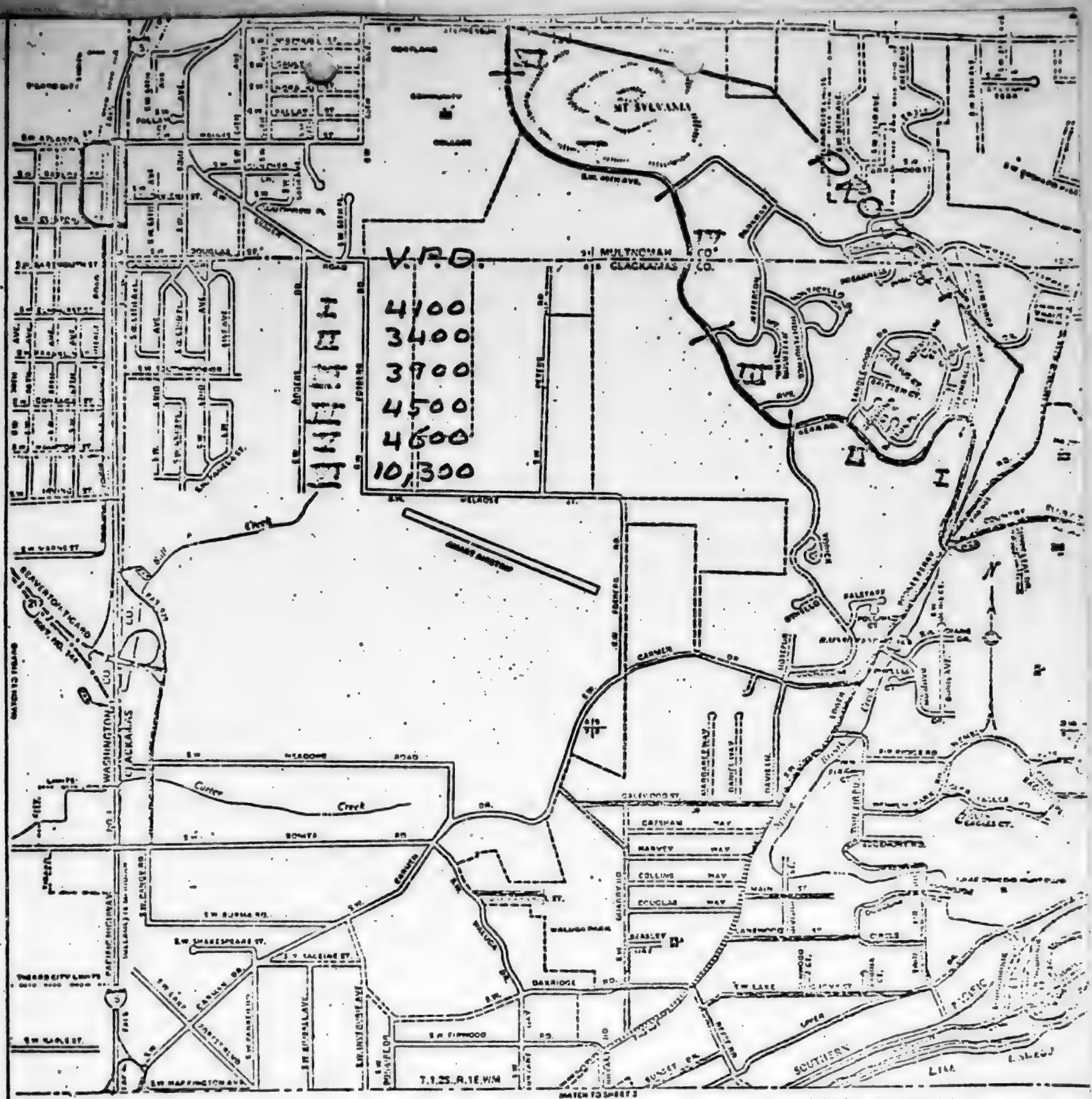
MULTNOMAH COUNTY
DEPARTMENT OF PUBLIC WORKS

TABULATION SHEET
SHEET ____ OF ____ SHEETS

Road
Computed by:
Section
Checked by:
Date

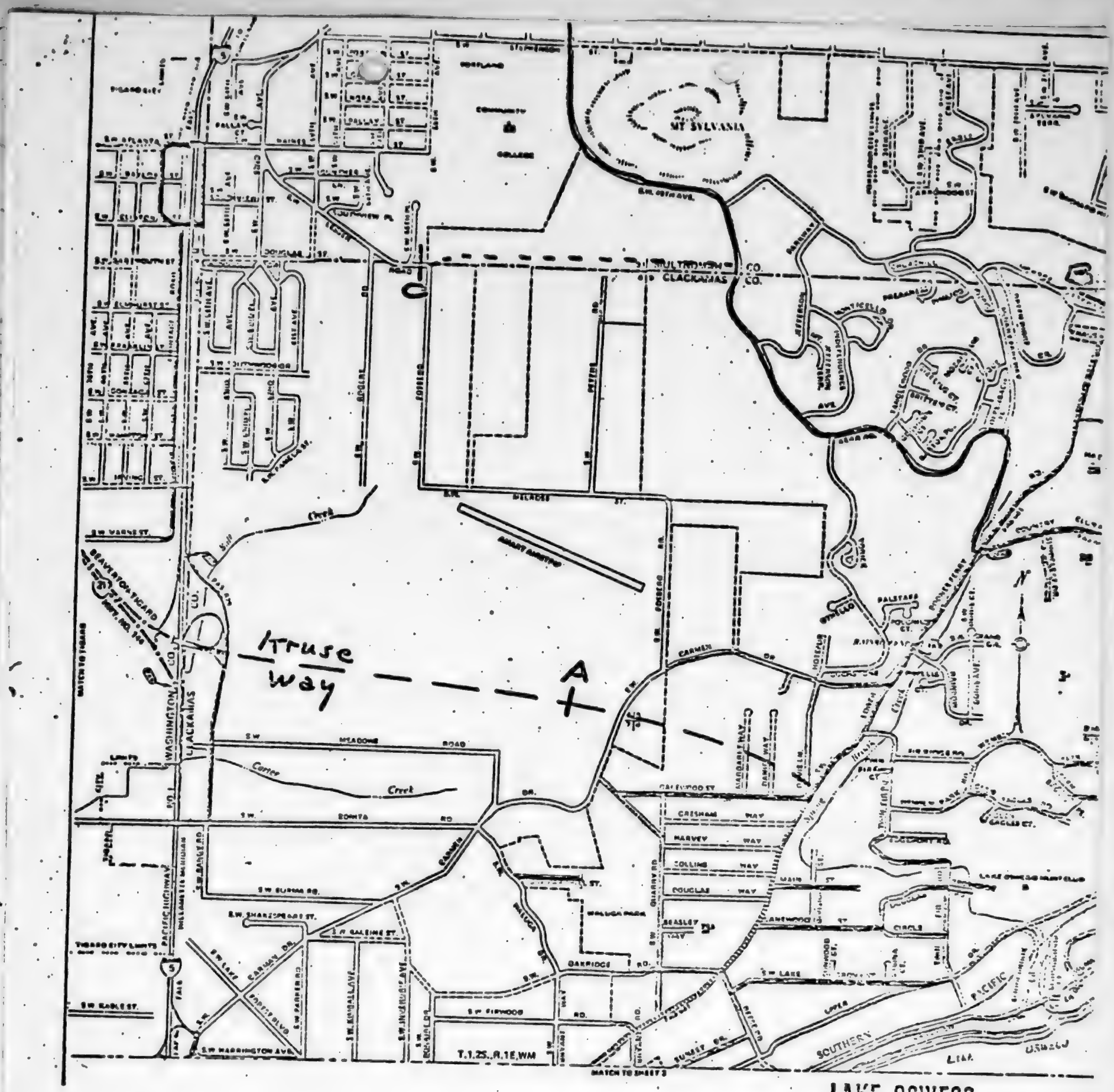
Traffic Impact on Associated Facilities (ADT)

	1975		1977		1983		1993	
Route	with Kerr Rd.	w/o Kerr Rd.	with Kerr Rd.	w/o Kerr Rd.	with Kerr Rd.	w/o Kerr Rd.	with Kerr Rd.	w/o Kerr Rd.
Kruse Way (A)	9,500	9,500	11,000	11,500	17,000	18,000	28,000	30,000
Boones Fy. N of Kerr (B)	5,000	5,500	6,000	6,500	9,000	10,000	19,000	21,000
Lesser Rd. (C)	1,000	1,000	2,500	2,500	7,000	7,600	14,000	15,200
SW 49th N of Kerr (D)	11,000	10,500	12,000	11,500	14,600	12,500	18,900	13,700



PROPOSED F.A.U. PROJECT

(1973 Estimated AOT)



LAKE OSWEGO
CLACKAMAS & MULTNOMAH COUNTIES, OREGON

Traffic Impact on Existing Facilities

Locations shown in Table 8

Extra

MEMO TO FILES
November 24 1972

Re: S.W. Stephenson St.-S.W. Lower Boones Ferry Road Sect.
S.W. 49th Ave.-Kerr Road (FAU 1017)
Clackamas County-Multnomah County
Urban System Project Request

At the request of the writer a meeting was held at 10 a.m. on November 20, 1972 in the Clackamas County Public Works Department conference room. The intent of this meeting was to outline or confirm the roles of the various agencies in the accomplishment of the subject project. Those in attendance were:

Clackamas County: Winston Kurth, Deputy Public Works Director
Bernie Straight, Traffic Engineer

Multnomah County: Oliver J. Domreis, Chief Deputy DPW
Tor Lyshaug, Construction Engineer
Kenneth H. Wheatley, Bridge Engineer

Lake Oswego: Marlin J. De Haas, Public Works Director
Gary Bradshaw, City Engineer

FHWA: Wallace N. Bryant, Area Engineer

O.S.H.D. Richard Unrein, Urban Engineer

Representatives of Region 1 and the Environmental Unit were invited but did not attend.

This project request will be submitted to the Highway Commission on December 12, 1972 for approval. It is a joint request from Multnomah and Clackamas Counties and is estimated to cost approximately $1,454,000.

Discussions centered on the following subjects for incorporation into a project agreement:

(1) Jurisdiction & Control: The counties have jurisdiction and control of 49th Avenue (Multnomah County)-Kerr Road (Clackamas County) and this will remain so upon completion of the project. Maintenance and electrical energy costs will be a county resporsibility.

(2) Project Costs: Federal Aid participation will be sought on all eligible items, including right-of-way and utility costs. All costs of the project will be kept segregated at the Multnomah-Clackamas County Line. The required local match funds will come

from the appropriate county. State will handle the financing of the project - counties will submit advance deposits for their anticipated share of project. As counties incur expenses they will bill State for 100% reimbursement. When actual final costs are available adjustments in the advance deposits will be made.

(3) Preliminary Engineering: Primary responsibility for preliminary engineering will be assigned to Multnomah County. Clackamas County will provide data as requested by Multnomah County and will share the responsibilities of conducting public hearings. State will provide soils engineering and produce the final plans and specification documents and award contracts. Multnomah County will draft the environmental impact statement for processing by State.

(4) Right-of-Way: Clackamas County will be assigned responsibility for right-of-way acquisition. If any parcels in Multnomah County cannot be acquired by negotiation, the file will be turned over to Multnomah County for condemnation.

(5) Utility Adjustments: Each county will be responsible for the adjustment of utilities in its county, except for city utilities which will be made by the City of Lake Oswego.

(6) Construction Engineering: Multnomah County will handle the construction engineering much in the same manner as they do engineering on FAS-C projects.

After incorporating the above provisions into a draft agreement, the writer will circulate the draft for comments or further discussions.

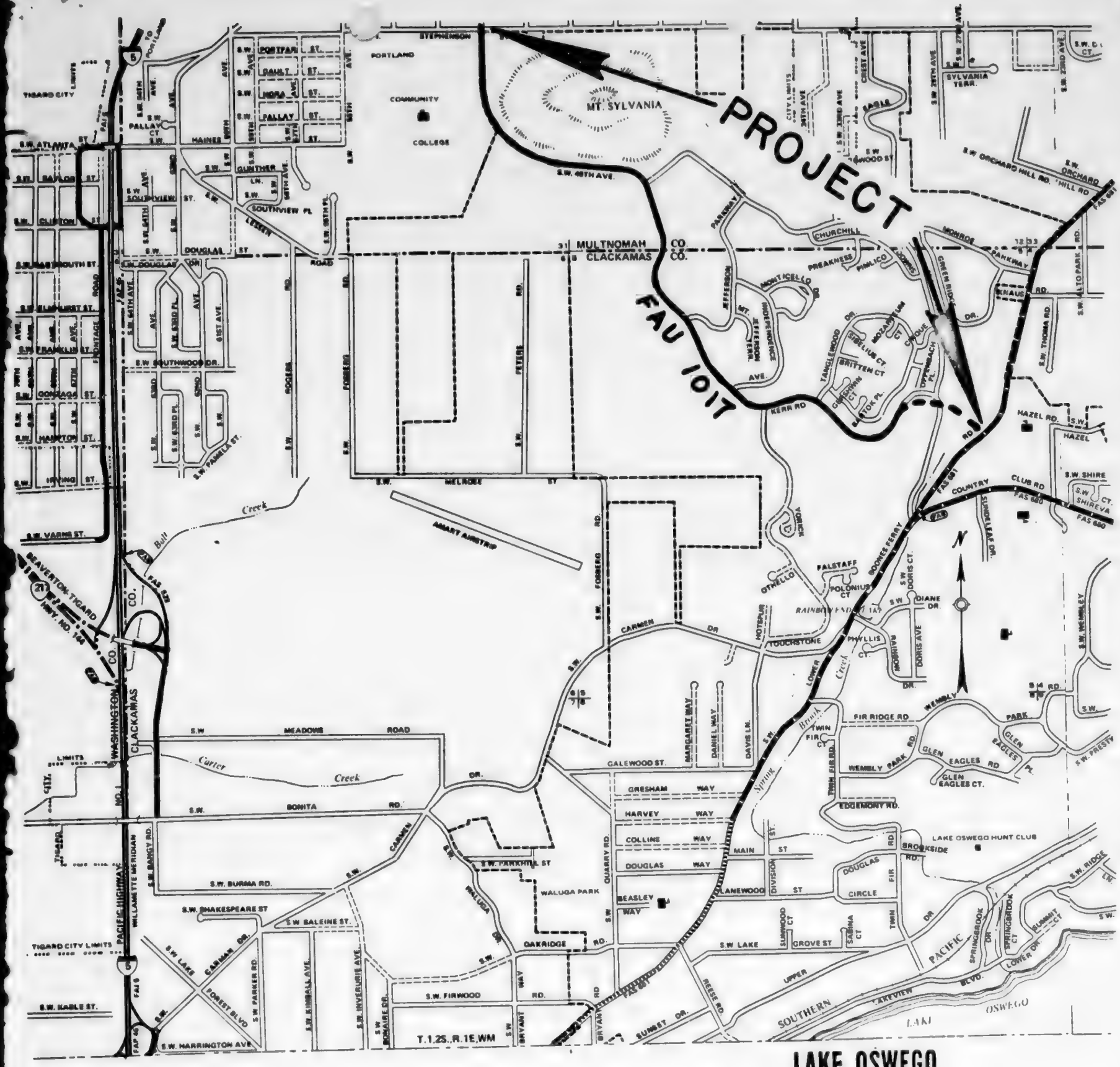
H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

cc: R. L. Schroeder
L. W. Rulien
W. N. Bryant, FHWA


PROJECT
FAU 1017
MT. SYLVANIA
MULTNOMAH CO.
CLACKAMAS CO.
PORTLAND
COMMUNITY COLLEGE
TIGARD CITY LIMITS
S.W. 49TH AVE.
S.W. 45TH AVE.
S.W. 35TH AVE.
S.W. 30TH AVE.
S.W. 27TH AVE.
S.W. 22ND AVE.
S.W. ATLANTA ST.
S.W. BAYLOR ST.
S.W. CLIFTON ST.
S.W. MAPLECREST ST.
S.W. ELMHURST ST.
S.W. FRANKLIN ST.
S.W. CONDON ST.
S.W. HAMPTON ST.
S.W. IRVING ST.
S.W. VARNS ST.
S.W. DOUGLAS ST.
S.W. SOUTHVIEW ST.
S.W. SOUTHVIEW PL.
S.W. LESSEN ROAD
S.W. SOUTHWOOD DR.
S.W. PAMELA ST.
S.W. FORSBERG RD.
S.W. PETERS RD.
S.W. MELROSE ST.
S.W. 49TH PL.
S.W. 45TH PL.
S.W. 43RD PL.
S.W. 41ST AVE.
S.W. 39TH AVE.
S.W. 38TH AVE.
S.W. 37TH AVE.
S.W. 35TH AVE.
S.W. 30TH AVE.
S.W. 27TH AVE.
S.W. 22ND AVE.
S.W. 43RD AVE.
S.W. 42ND AVE.
S.W. 41ST AVE.
S.W. 39TH AVE.
S.W. 38TH AVE.
S.W. 37TH AVE.
S.W. 35TH AVE.
S.W. 30TH AVE.
S.W. 27TH AVE.
S.W. 22ND AVE.
S.W. 49TH AVE.
S.W. 45

3261

R

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE April 19, 1974

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter, Manager
Environmental Section

SUBJECT South Tigard Interchange-Boones Ferry Road Section FAS-943

On April 4, 1974, I attended a meeting held at the Clackamas County Department of Public Works. Present were:

John McIntyre, Clackamas County
George Ramjoue', OSHD
Bob Ewen, OSHD
Gary Potter, OSHD
Craig Markham, OSHD
Ed Hardt, OSHD
Don Adams, OSHD
Winston Kurth, Clackamas County

John McIntyre brought us up to date with regard to the county's coordinating efforts with D.E.Q., City of Lake Oswego, and CRAG. He also elaborated on the discussion that he has had with Charles Ruttan, attorney for Gordon Martin. Some of the major points discussed are as follows:

1. It is McIntyre's desire to explore the alternative of building a two-lane facility with 10 foot shoulders and allowing sufficient median width to expand to four-lane in the future and still allow a wide median. (i.e., the outside 2 lanes would be constructed first, the inside two at a much later date.) For the present time the median would be landscaped appropriately. Alignment changes would also be made.

NOTED
R. L. SCHROEDER

2. It is the intention of Clackamas County, at the request of the City of Lake Oswego, to build a parkway to serve as the entrance to the City of Lake Oswego, providing approvals can be obtained.

3. It appears at this time that a low density residential plan will be adopted for the project area, and that the area will either be annexed by the City of Lake Oswego or Clackamas County will adopt Lake Oswego's zone change proposal. Only some light commercial development would be allowed in the vicinity of the South Tigard interchange.

4. The county intends to establish a policy with regard to access, i.e., "access will be granted to the facility only by dedicated public ways, spaced at the proper interval."

All of the above points tend to restrict the facility in scale, both size and appearance, and will tend to restrict traffic loading of the South Tigard interchange. In addition to these points, the following items were discussed:

5. McIntyre handed to us the CRAG reports covering bicycle plans and light rail.

6. Mr. McIntyre also wishes that the Final EIS would explore a new location alternative, from the intersection of Bryant Road and Boones Ferry Road to the South Tigard interchange. It was indicated that Region I could do a quick reconnaissance study of the line. It is also McIntyre's desire to explore improvement of Bonita Road in the alternatives section of the Final EIS. These additions would be made to the previously discussed two-lane alternative and doing nothing.

7. It will be necessary to explore noise abatement methods, berms, etc., where standards are violated at the intersection of proposed Kruse Way and Karmen Drive.

8. County indicated it would send a letter requesting these various actions and asking for a commitment of 1972 FAS Funds. Clackamas also indicated that if they receive approval to purchase right-of-way they should pick up any right-of-way the OSHD will need in the vicinity of South Tigard interchange.

9. Some reanalysis of air quality will also be needed.

GAP:sz

cc: Ed Hardt
George Ramjoue'

2261

R

MORRISON, BAILEY, DUNN, COHEN & MILLER
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES O. SMITH
NATHAN L. COHEN
F. BROCK MILLER
HOWARD K. BEEBE
ROBERT R. CARNEY
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
WALTER H. GREBE
BOYD J. LONG
ROBERT L. ALLEN
THOMAS H. TONGUE
NORMAN A. PHILLIPS
JESSE H. JOHNSON, JR.
GEORGE J. COOPER, III
CHRIS L. MULLMANN
CHARLES D. RUTTAN

March 12, 1974

CERTIFIED
RETURN RECEIPT REQUESTED

Oregon State Highway Division
Environmental Unit
Highway Building
Salem, Oregon 97310

Re: FAS 943 (Kruse Way)

Gentlemen:

Our office has been retained by Mr. Gordon Martin on whose behalf "Comments" to the Draft Environmental Impact Statement were submitted September, 1973. Approximately six months have passed without formal response from any of the involved governmental agencies.

Pursuant to ORS 192.410 we hereby formally request all public records, certified where appropriate, pertaining to Kruse Way and the final Environmental Impact Statement. These records should include but not be limited to all interagency communications dealing with subject expressway, together with all data collected reference the South Tigard Interchange.

In the event the above records are not provided within ten (10) days from the date of this letter, a formal petition will be filed with the Attorney General's office pursuant to ORS Chapter 192.

Please advise as to the projected date of completion of the final Environmental Impact Statement.

Very truly yours,

Charles D. Ruttan

Charles D. Ruttan

CDR:scs
CC: The Honorable Mark O. Hatfield
The Honorable Lee Johnson

RECEIVED
MAR 15 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

FAS 943
Clack Co

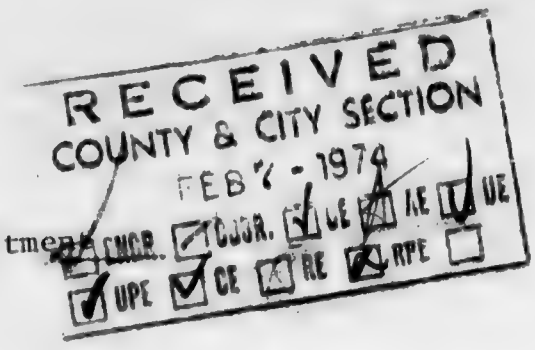
COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director

Phone 655-8521

February 6, 1974



H. S. Cox
City- County Engineer
Oregon State Highway Department
405 Highway Building
Salem, Oregon 97310

It is necessary for Clackamas County to determine the financial funding of the Kruse Way facility, FAS 943. In order to decide on a procedural plan, it is necessary to have the answers to the following questions:

1. Can FAS 943 be financed from Federal Aid Secondary funds?

   This question is asked in recognition that this particular highway facility was requested by Clackamas County and has been approved by the Oregon State Highway Department and the Federal Highway Administration. The Kruse Way facility has been programmed.

2. If the answer to this question is "No", does the Federal Highway Act of 1973 provide any considerations for projects that have been requested and have gone through Corridor Design hearings and which have finally obtained citizens' support?

If the Federal Highway Act of 1973 makes no such consideration, I would appreciate any information you can give me regarding qualifying the Kruse Way facility for Federal funding as soon as possible.

JOHN C., McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Called John McIntyre 2-20-74, he will write letter - I guess action.

RESOLUTION NO. R-73-79

WHEREAS, the staff of the Department of Environmental Quality has recommended denial of an emissions permit for construction of FAS 943 in part due to fears that noise levels will exceed those standards that are presently proposed to be adopted; and

WHEREAS, the League of Oregon Cities and Association of Oregon Counties, have researched the effects of such proposed noise standards and have determined the standards to be extremely impractical and unenforceable; and

WHEREAS, the Oregon State Highway Division has engaged recognized consulting experts in the noise and vibration control engineering field, whose reports have found the regulation to be extremely impractical and those experts have predicted that the results of promulgation of the impractical and unenforceable standards will render them completely usless; and

WHEREAS, an additional report prepared for the City of Lake Oswego by CH2M/Hill, indicates that the proposed standards are not consistent with today's equipment and that the adoption of these standards will impose constraints upon cities and other municipal agencies which will prevent orderly development of their surface transportation systems; and

WHEREAS, it has been determined that implementation of such proposed standards, including relation to traffic facilities already built would be physically beyond any practical reason.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the City of Lake Oswego as follows:

1. The Council strongly rejects and opposes the adoption of the proposed September 1973 DEQ Noise Standards.

2. The Council advises the DEQ that rejection of an emissions permit on the basis of proposed standards not likely to be adopted, rather than standards in effect, is highly improper.

3. The Council requests that issuance of an emissions permit for FAS 943 be reviewed on the basis of current Federal Highway Administration standards.

Read for the first time at a regular meeting of the City Council of the City of Lake Oswego on the 18th day of December, 1973, and passed by a unanimous vote of the Council members present.

Mayor

Dec. 18, 1973
Date

ATTEST:

City Recorder

Dec. 18, 1973
Date

APPROVED AS TO FORM:

RECEIVED

WHEREAS, the League of Oregon Cities and Association of Oregon Counties, have researched the effects of such proposed noise standards and have determined the standards to be extremely impractical and unenforceable; and

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Mayor

Dec. 18. 1973
Date

ATTEST:

Helen D Beach
City Recorder

Dec. 18. 1973
Date

APPROVED AS TO FORM:

James A. Coy
City Attorney

RECEIVED
CITY RECORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

RECEIVED
STATE HWY ENGR
NOV 6 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

IN REPLY REFER TO:
HEV-20
FAU-1017
Kerr Road/Oregon

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

Dear Mr. Wyatt:

This is in response to your September 24 inquiry on behalf of Mrs. R. O. Loen concerning Kerr Road in Lake Oswego. We acknowledged your inquiry on October 1.

The Kerr Road project was initiated as a joint effort by Multnomah and Clackamas Counties under the general assistance of the Oregon Highway Division. Since the route is on the Federal-aid urban system, improvements to the route may be financed under the Federal-aid program. The construction of a 4-lane facility versus a 2-lane facility is not a criteria for Federal funding. Rather, the Federal Highway Administration will finance those projects submitted by the various States that will provide a facility consistent with the demonstrated needs and required services.

Mrs. Loen's letter indicates that the Kerr Road (FAU 1017) and the Kruse Way (FAS 943) projects are similar in nature and service. This is not the case. Kruse Way (FAS 943) is presently planned as an extension of State Route 217 from its present terminus at I-5 to Lower Boones Ferry Road. This route will provide a direct, limited access connection from I-5 to the Lake Oswego community. Kerr Road, on the other hand, is being designed both as a local collector-distributor facility and as a main access facility between the Portland Community College and the Lake Oswego area. Motorists will continue to be able to gain access to I-5 through the use of connecting streets in West Portland.

While we are not aware of previous discussions between the developer and Mountain Park property owners concerning Kerr Road, it is our understanding that the counties had required the developer to provide sufficient right-of-way along Kerr Road for future road improvements. This right-of-way was to be of sufficient width to provide for a 4-lane facility as well as a variable buffer strip between the road and adjacent residences.

Copy to Signed
11-9-73

RECEIVED
NOV 8 1973

A draft environmental impact statement for the project has been completed and is available for public review and comment at the Multnomah County Director of Public Works office and at Oregon Highway Division offices in Salem or Portland. A public hearing on the proposed project is tentatively scheduled for February 1974. The exact time and place will be advertised in local newspapers 30 days prior to the selected date.

We are enclosing a map showing the location of the Kruse Way and Kerr Road projects. We are glad to have been of service to you and are returning your enclosures.

Sincerely yours,

J. M. O'Connor

Joseph M. O'Connor
Associate Administration for
Right-of-Way and Environment

2 Enclosures

September 19, 1973

The Honorable Wendell Wyatt
House of Representatives
United States Congress
Washington D. C. 20510

Dear Mr. Wyatt:

The serenity of our area (Mountain Park in Lake Oswego) is being threatened by the generosity of the federal government.

There are four proposals in the works for a very much needed improved road between Portland Community College and Boones Ferry Road. The federal government will contribute 60% of the cost if the road is a four-lane beautified highway which will take care of a traffic load projected for 20 years hence.

Recently a plan was approved by Lake Oswego and CRAG for a four-lane major connection to I-5 (FAS943) which is about one mile from the proposed widened four-lane Kerr Parkway (FAUS 1017). Both roads are being considered for federal funding.

One road connecting I-5 and Boones Ferry Road is necessary. Two major connections within a mile of each other would be an extravagant waste of taxpayers money and an affront to the ecology of the area.

The Kerr Parkway proposal (FAUS 1017) would:

1. Physically divide a community
2. Violate the original concept of an ecologically perfect planned unit development
3. Play havoc with land values which could affect the local tax revenues in the entire area

Sixty percent federal funding for a four-lane road opposed to local funding for a two-lane road is attractive to local officials. Locally it's cheaper to build a giant with federal aid than to meet a need adequately and modestly with local funds. I can appreciate the economics of federal aid but two major projects within a mile of each other to solve one problem appears to be an excessive contribution on the part of the federal government.

A safe, improved two-lane road of high quality funded by state and county would meet the needs of this residential community which is already serviced by public transportation.

I urge you to discourage federal funding for four lanes on Kerr Parkway (FAUS 1017).

Sincerely,

48215

Kin Loen

Kin Loen (Mrs. K. O. Loen)

14 Independence Ave.
Lake Oswego, Oregon 97034

COPIES TO:

1. Mr. John C. McIntyre
   Director of Public Works
   Clackamas County
   902 Abernethy Road
   Oregon City, Oregon 97045

2. Commissioner Robert Schumacher
   8th and Main
   Oregon City, Oregon

3. Mr. Thomas Telford
   Chairman of the Board of County Commissioners
   Clackamas County
   8th and Main
   Oregon City, Oregon 97045

4. Mr. A. McKay Rich
   Acting Director of C.R.A.G.
   6400 S.W. Canyon Ct.
   Portland, Oregon 97221

5. Mr. Lem Nelson
   Mt. Park Corporation
   Mt. Jefferson Terrace
   Lake Oswego, Oregon 97034

6. Mr. M. James Gleason
   Chairman of the Board of County Commissioners
   Multnomah County
   1021 S.W. 4th
   Portland, Oregon 97204

7. Multnomah County Planning Commission
   1107 S.W. Fourth Avenue
   Portland, Oregon 97204

8. Clackamas County Planning Commission
   940 Warner Milne Road
   Oregon City, Oregon 97045

9. Lake Oswego Planning Commission
   City Hall 348 North State Street
   Lake Oswego, Oregon 97034

10. Honorable Al Ullman
    House of Representatives
    Washington, D.C. 20515

11. Honorable Robert W. Packwood
    United States Senate
    Washington D. C. 20510

12. Honorable Mark O. Hatfield
    United States Senate
    Washington D. C. 20510

13. Mr. Benjamin O. Davis Jr.
    Asst. Secretary of the Treasury
    For Civic Affairs and Safety
    400 Seventh St. S.W.
    Washington D.C. 20590

14. Mr. Russell E. Train
    Administrator
    Environmental Protection Agency
    Waterside, 401 M. Street, S.W.
    Washington, D. C. 20460

15. George Baldwin
    Dir. of Transportation
    State Highway Bldg.
    Salem Oreg. 97310

16. Mr. Glenn Green
    Oregon Division Engineer
    Federal Highway Admin.
    P.O. Box 300
    Salem, Oregon 97308

17. Lake Oswego Review
    Lake Oswego, Oregon

The following information is broken down into six segments and is as accurate as can be obtained at this time.

1. General Information
2. Source of Revenue
3. Sequence of Events
4. Environmental and Homeowner Concerns
5. Recommendations
6. Summary

GENERAL INFORMATION

1. Kerr Parkway at this time is an unposted secondary road with a speed limit of 55 MPH. The general feeling seems to be that the road is dangerous in its present state. We have been informed that resurfacing is not advised due to the lack of a proper base. Therefore a new base must be laid before any improvements can begin. This means more funds are needed to improve Kerr Parkway than are currently available from local sources. It is proposed that the federal government contribute to the improvement. However in order to attain these additional funds certain specifications would have to be met.

The federal government states the project, because of predicted traffic volume, must be built to a level C traffic service which means the road must have a free flow of traffic at 35MPH with no delays except for intersection controls such as stop lights. The road must also be of service 20 years from the date of completion.

Because of these stipulations, the counties feel that four lanes from P.C.C. to Touchstone is more likely to be approved by the federal government at this time. However, the counties have, since their June 5, 1973 informational meeting, advised us that although this alternative is the most probable, there are others being considered. These are:

1. Two improved lanes from P.C.C. to Boones Ferry
2. Four lanes - P.C.C. to Jefferson & two improved lanes - Jefferson to Boones Ferry
   a. Mt. Park Corporation favors this proposal.
3. Four lanes from P.C.C. to Boones Ferry

Also emphasized was the definite possibility that the Federal government could require the four lanes from P.C.C. to Boones Ferry as a stipulation to be met before government funds would be issued. The term used by the Public Works Department for this project is F.A.U. 1017.

2. Clackamas County is proposing four lanes to Touchstone as one of their alternatives with the intention that Touchstone be used as a route to get to the 217/I-5 interchange. Touchstone is already a dangerous street for children, for cars backing out of driveways, and for cars going down the steep grade, particularly in the winter when it's icy.

3. Learning Tree Nursery School is being constructed at Kerr and Touchstone for approximately 115 preschool children. The increased traffic resulting from a four lane extension to Touchstone could present a safety hazard to these children.

4. The Public Works Department proposed that the four lane section be of the following measurements.

1. Four lanes - each 12 ft. wide
2. Center safety barrier or strip - 2 to 4 ft. wide
    a. Also under consideration is a split road if adequate right of way is available.
3. Two shoulders each 4 to 10 ft. wide
4. Bicycle/pedestrian path 8 ft. wide
5. Turn lanes 14 ft. wide 250-300 ft. in length

These measurements exceed those of the four lane Country Club road or the stretch of Capitol highway from P.C.C. to I-5.

Road beautification plans exist for areas where natural plantings do not provide adequate control for noise or satisfactory appearance.

Plans for bus stations are also in the picture as are pedestrian overpasses or tunnels.

5. A traffic count of approximately 4,000 cars daily was taken on Kerr Parkway. The predicted traffic volume on Kerr is 11,000 cars per day by 1990. Methods of future travel were not an influencing factor in projecting traffic volume. The maximum capacity of an improved two lane road with traffic controls and turn lanes is estimated at 11,500.

6. There are 9 existing or proposed entrances to Mt. Park, 3 of which have four lanes leading into them. These nine entrances are:

1. Jefferson
2. Kerr North
3. Kerr South
4. Botticelli
5. Eagles Crest
6. Monroe
7. Kingsgate
8. Walking Woods Drive
9. Touchstone

7. The Mt. Park Corporation favors extending the four lane extension to Jefferson primarily because of the proposed town center. Their plans also call for a FOUR LANE EXTENSION OF McNARY FROM KERR TO THE EQUESTRIAN CENTER in order to feed traffic into the town center.

Upon completion of Mt. Park, roads leading into the town center will be:

1. Kerr North
2. Kerr South
3. Jefferson
4. Independence
5. McNary
6. Walking Woods Drive
7. Patrick Henry

8. In conjunction with the Kerr project a new road has been planned to lessen the Kerr McNary curve. This road will commence on Kerr above McNary and terminate on Boones Ferry approximatley 1500 ft. North of the present Kerr/Country Club/ Boones Ferry intersection. The intention here is to lessen congestion and danger at the existing intersection. Traffic lights have recently been installed for this same purpose. The cost for this new road, due to the difficulty of the terrain, is estimated at $100,000.

9. The estimated co_ of widening and improving the isting two lanes from P.C.C. to Boones Ferry is $400,000. This figure applies to the road only but does cover higher standards for the road such as proper shoulders, drainage and striping.

Present street lighting on Kerr was installed by Mt. Park Corporation and is maintained by the city of Lake Oswego.

10. Lake Oswego has stated that the proposed four lane South Tigard interchange - Boones Ferry section - F.A.S. 943 (Kruse Way) - is almost certain to go through and this is expected to provide a Lake Grove, Lake Oswego I-5 connection. This new road will be in the Gailwood/Carmen Drive area.

SOURCE OF REVENUE

1. The widening of Kerr Parkway is a two county project (Clackamas & Multnomah) with each county contributing 20% of that county's total cost with the state also contributing 20% and the federal government contributing the remaining 60%.

a. Mt. Park Corporation is contributing $100,000 for the road as part of Clackamas County's 20%.

2. Total cost of the entire project is $1,485,000. The cost per county is broken down as follows:

	Total	Each County's Share	State	Federal Government
Clackamas	$914,000	$182,800	$182,800	$549,000
Multnomah	$571,000	$114,200	$114,200	$342,600

3. Federal money for this particular project is available through the Federal Urban Aid System which is intended for critical road problems. Here the state is given the authority to determin what areas are critica_. The federal money

is then divided among all the metropolitan areas in the state.

Our area is called CRAG (Columbia Regional Association of Governments). The state indicated to CRAG that $1,000,000 was available for secondary urban road development. After evaluating all the proposals from different areas CRAG selected Kerr Parkway as one of the projects.

a. Our representatives to the General Assembly of CRAG are co-commissioners Fred Stefani and Robert Schumacher.

SEQUENCE OF EVENTS

An environmental study is now under way by the two counties. It will soon be available and we can expect a formal hearing to be held about 30 days thereafter. The counties will make known the full extent of their plans for the Kerr Parkway project. Inputs and concerns voiced before and/or during the formal hearing are incorporated into a final impact statement to be sent to the federal government for their decision.

ENVIRONMENTAL AND HOMEOWNERS CONCERNS

A four lane highway of the size proposed is not in co[illegible] overriding goal of Mt. Park which was to disturb Mother Nature as little as possible. "Mt. Park was fitted into its natural environment not superimposed upon us." Quote from Mt. Park impressions brochure.

2. Four lanes will inhibit the ease of intra-community mobility.

3. "No noxious or offensive activity shall be carried on upon The Properties or any part thereof, nor shall anything be done or maintained thereon which may be or become an annoyance or nuisance to the neighborhood or detract from its value as a high-class residential district." Excerpt from Article VI in the

booklet of Declaratio. of Restrictions of Mt. Park Corporation.

4. Noise level already an annoyance in some areas more than others, will be intensified.

a. According to technicians from the road department, in order for trees and shrubs to be effective as a noise barrier a 100 ft. density is essential.

5. The county road easement comes to within 14 feet of an existing Mt. Park bridle path (with several homes adjacent) and approximately 25 ft. from the property lines of several other homes.

a. The physical safety of small children and others who use the hiking path for enjoyment is of valid concern.

6. Air pollution from increased traffic affecting people and natural growth.

7. A highway through Mt. Park would have a detrimental effect on property values of homes in the vicinity of Kerr Parkway.

8. Several homeowners, when purchasing lots along Kerr Parkway were told by their realtors and developers that Kerr Parkway would never be anything other than a secondary road. (1) footnote

9. Any improved facility will attract more traffic than previously existed. Kerr Road linking I-5 and the Lake Grove-Lake Oswego communities will be more attractive to people now using alternate routes.

10. Four lanes will necessitate the use of traffic control devices for cross

...Parkway. ...Origin/Destination Study to indicate ... explored for

...eve the two lane road we are proposing can ...

...t not encourage surrounding co...

...eral ...

traffic within the residential area of Mt. Park itself Four way stop lights at intersections such as Touchstone & Kerr, Jefferson & Kerr, and McNary & Kerr can be anticipated.

11. The traffic controls recently installed at Kerr/Boones Ferry/Country Club should obviate the necessity to spend $100,000 to create a new road and intersection.

12. It is possible that bringing four lanes into Mt. Park via Kerr Parkway will set a precedent for bringing four lanes into Mt. Park in other locations as well.

COMMITTEE RECOMMENDATIONS

1. Rebuild Kerr Parkway as an improved two lane country road at an estimated cost of $400,000 from P.C.C. to Boones Ferry.
2. Request a posted and enforced limit of 35 MPH on Kerr Parkway.
3. Build a pedestrian-bike path.
   a. 1% of the gas tax revenue realized in each county is designated for bike paths in that county. Perhaps this avenue could be explored for Kerr Parkway.
4. Request that the counties do an Origin/Destination Study to indicate what kind of traffic uses Kerr Parkway.
5. We believe the two lane road we are proposing can adequately handle the traffic and yet not encourage surrounding communities to use Kerr Parkway as a thoroughfare.
6. Apply for federal funds at a later date when and if it becomes necessary.

SUMMARY

If Mountain Park is to provide the example of what can be done to preserve the beauty of living in this seemingly overpopulated world, prudent and feasible alternatives will have to be developed.

12-1

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 4, 1973

TO Mr. George M. Baldwin, Director
Department of Transportation

FROM Donald R. Byard, Director
Environmental Section

SUBJECT KRUSE WAY

In accordance with your request, my analysis of the Kruse Way project (FAS 943) leads me to conclude that there are four alternative courses of action that can be pursued by ODOT and OSHD. From least effort expended to the most effort are represented below:

1) do nothing further (scrap the project);
2) complete the final EIS ignoring DEQ and meeting only FHWA guidelines;
3) complete the final EIS in our normal manner researching answers to most comments received on the draft, but not conducting additional extensive study and research; and
4) complete the final EIS only after extensive research to answer the question raised by DEQ, West Clackamas League of Women Voters, Department of the Interior, Mr. Gordon Martin, etc.

I will attempt to clarify each of these. Before doing so, however, I feel it is important to point out that there are at least three questions that should be answered before settling on a course of action.

1) Does Kruse Way fall under the jurisdiction of DEQ, therefore, requiring a construction permit? (see OAR 340: 20-050 to 20-070)
2) Even if approved, can the project be funded at the present time? (dollar resources and impact of 1973 Highway Act)
3) What kind of precedence does the action of DEQ set vis-a-vis Highway Division activities in the Portland area?

The first of these questions is being researched by my staff at the present and by copy of this memo, I am requesting Walt Barrie to give a legal opinion on this matter.

The second question relating to dollar resources could be answered initially by L. H. Young, which I am also requesting by copy of this memo, and then by the Commission relative to priority setting. The reason I raise this question relates to the new funding procedures that have resulted from the 1973 Highway Act. The PPM's which will explain all of this have not yet been promulgated. Advance information seems to indicate a change in procedures for this specific project and others like it.

The final question can only be answered by discussion with DEQ staff and the Environmental Quality Commission. The intent would be to see if the action taken by the staff will be their standard procedure from here on out. A second part of this question relates to whether or not the EQC and the Governor will go along with this kind of staff recommendation.

These above three questions and their answers should direct us to our own course of action.

Regarding the four courses of action I outlined previously, the following seems important:

Alternative #1 -- Do Nothing (scrap the project)

This is unacceptable because there is a general feeling by all involved that there is a need to find a solution to the traffic problems on Bonita Road and to a lesser extent, Bangy Road. DEQ even seems to imply a need for movement between Lake Oswego-Lake Grove and Beaverton-Tigard-Washington Square. (this may be forced by the answer to my question #2)

Alternative #2 -- Complete Final EIS Meeting FHWA Guidelines

This implys disregarding most comments or answering the lot in one or two pages and moving as quickly as possible to construction. This, of course, would hinge on DEQ jurisdiction and the EQC acceptance of of the staff report. (my questions 1 and 3)

Alternative #3 -- Complete Final EIS in Normal Fashion

This implys that we expend the resources needed to answer questions raised such as:

- Costs of public facilities which will have to be provided in the developing area, can they be provided by the Unified Sewer Agency, Clackamas County, Lake Oswego, etc?

- Are there criteria in local land-use plans which assure adverse environmental impacts of urban development will be minimized, including such things as the impact of the Fasano case, tree preservation ordinances and the relationship of the zoning map to the comprehensive plans of the area?

- What provisions are there in local plans for preserving park and open-space lands in the highway project study area?

- What are the long-term impacts on wildlife resources in the study area?

- Is a 150-foot right-of-way needed for a 68-foot travel-way?

- Will there actually be a tax-base benefit when most new revenue would have to go to providing new services?

- What impact will traffic flow of 32,000 ADT on Kruse Way have on Country Club Road, State Street, and "A" Street and subsequent pressures for a Willamette crossing?

- Is this the best route-alignment from an Environmental standpoint?

Alternative #4 -- Complete Final EIS in accordance with DEQ Staff Recommendations

This alternative implys that we do exhaustive studies to identify and take into consideration several deficiencies in the planning and documentation of the Kruse Way project.

The League of Women Voters raise this question -- "should a project with the dimensions of Kruse Way await the outcome of land-use planning as provided for in the forthcoming county and city comprehensive plans? CRAG has stated that land use should determine road siting, not the reverse. Could other alternatives with lesser impact be explored?"

The DEQ staff report says, "the proposed Kruse Way should not be constructed until the following plans and information are submitted to and approved by the Department:

1) a balanced transportation plan for the Kruse Way corridor;
2) a land-use plan including appropriate zoning ordinances for enforcement, which will avoid adverse impacts upon air quality and noise; and
3) design of appropriate noise control measures."

All this implys that CRAG and Tri-Met will have to become deeply involved in a re-study of this corridor before an adequate final EIS can be prepared. Much time will have to pass, but a project on new location warrants this kind of planning.

I will not attempt to recommend a course of action because the questions I have raised have not been answered and the politics of the issue are not before me.

I will say that it is my opinion that as a purely regulatory agency, DEQ has performed its function well. We are not in a good position to take on DEQ in this case because we do not have the documentation to show a consideration of alternatives. Any attempt to do so would just come back to us for not demanding proper planning from CRAG, Tri-Met, Clackamas County and Lake Oswego.

On the other hand, there is much to be said for DEQ becoming more than a purely regulatory agency. They should, in my opinion, get into the process and cooperatively work toward solutions. If they won't, we should force it.

DRB/jp

cc F. B. Klaboe
R. L. Schroeder
L. H. Young
Walter Barrie

RECEIVED
OCT 5 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

September 24, 1973

Mr. L. H. Young
Oregon State Highway Division
Highway Building
Salem, Oregon

Re: South Tigard Interchange - Boones Ferry Road
Section (Kruse Way) Environmental Impact Statement

Gentlemen:

The above-described environmental impact statement has been reviewed for compatibility with the Interim Regional Development Plan and for coordination with plans of appropriate local jurisdictions and agencies. At its meeting September 21, 1973, the Executive Board recommended approval of this statement with the following provision:

> That the CRAG Staff meet with the Environmental Division of the State Highway Department and resolve several deficiencies in the EIS; and that direct comments from Lake Oswego should be included.

It is understood that this project is a desirable section of the regional transportation system and the provision does not imply any opposition to this project but will improve the data presentation in the Environmental Impact Statement.

Sincerely,

A. McKay Rich,
Acting Executive Director

AMR/mhm
Attachment (recommended modifications to EIS)

cc: G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
J.H. Versteeg
Don Byard
H.S. Cox
R.N. Chase
B.L. Gifford
M.J. Klotz
L.W. Rulien

RECEIVED
SEP 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

V. STAFF REVIEW AND RECOMMENDATIONS:

	Satisfactory	Request Revision	Unknown
1. Compatible with adopted regional goals and policies.	X		
2. Meets priority need in the area.	X		
3. Anticipated return justifies expenditure of time and money.			X
4. Not duplicative of other programs.	X		
5. Compatible with interim development policy.	X		
6. Compatible with local plans.	X		

RECOMMENDATION:

It is recommended that the EIS be modified by more fully explaining the following items.

1. The second purpose of the proposal is -- "to provide for efficient land usage and property development. . .". The EIS does not explain how construction through an undeveloped area causes this efficient land usage and property development.
2. Noise level standards will be exceeded at the Carman Drive intersection; but the EIS does not indicate what, if any, remedial measures could be taken.
3. The significant reduction of noise level on Bangy Road (Site C) because of traffic diversion, appears to conflict with the statement that Site C has high noise levels because of its nearness to Interstate 5.
4. The omission of the area immediately to the west of this project (307) from the EIS study area is not consistant with the inclusion of extensive areas of Lake Oswego (201, 202, 204) and areas adjacent to West Linn (205).
5. Capital costs and cost benefits are not given in the report.
6. The EIS did not relate the project to other modes of transportation.
7. The relationship of this project to the Lake Oswego Bypass is not clarified in the EIS. Additional statements are needed to explain their relationship.

COMMENTS:

The Kruse Way (south Tigard interchange-Boones Ferry Road Section) Federal Aid Secondary #943 was initially approved by the Executive Board on April 18, 1969, and again on April 17, 1970 as an A-95 project. This project is a desirable section of the regional transportation system and the recommendations for the EIS do not imply any opposition to this project but will improve the data presentation in the EIS.

FORM E-20

Fas 943
Clack Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE September 7, 1973

TO J. H. VERSTEEG
Road Design Engineer
ATTENTION FRANK TERPIN

FROM L. W. RULIEN
Regional Engineer

SUBJECT Slope Design
S. Tigard Interchange-Boones Ferry Road Section
FAS Project
Clackamas County

We have reviewed the slope design on the South Tigard Interchange-Boones Ferry Road Section of FAS 943 and attached you will find a copy of the 1970 FINAL SOILS AND MATERIALS REPORT. You will note that this report on page 2 recommends standard 2:1 slopes.

It is my recollection that at about this time the Public Works Department of Clackamas County was concerned about costs of construction work on several FAS projects that were being developed. They specifically indicated that it was their desire that 1½:1 slopes be provided on many of these jobs because they felt they could better stand the repair costs under their maintenance program, which would perhaps be minor, rather than the greater initial costs if all of the cuts were laid back on 2:1 slopes.

Since we were, in this case, rendering the County an engineering service on a road that they would be responsible for after construction, we respected their request and used the steeper slope.

LWR/cr
cc Dan Gano
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
SEP 10 1973
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
SEP 10 1973
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

FAS 943
Clack Co

Lake Oswego REVIEW
SECTION TWO — Lake Oswego, Oregon — Thursday, August 23, 1973

COUNCIL QUERIED ON KRUSE WAY POSITION; IMPACT STUDY MULLED

Lake Oswego City Council was questioned Tuesday night about their position regarding Kruse Way by Matt Finnigan, president of Lake Oswego Citizens Group, Inc.

Although the Council is planning to discuss the impact statement released by the State Highway Department at their next study session, members of the group were told to turn to Clackamas County Department of Public Works for hearings on the matter.

Pat Barnum of the city's planning staff told the Council and members of the audience he understood this was simply a draft of the impact statement and the state would hold public hearings in September.

A letter to the mayor and council regarding the matter stated there is currently a motion before the council requesting a public hearing. In telling the representatives of the group the matter would be discussed at the Council study session, Mayor John MacLean said, "I don't recall a motion regarding a public hearing."

Charles Rattan said the group felt removed from the county and they were merely asking the council to explore current opinions of people about the road. He indicated hearings four years ago when plans for the facility were started were no longer relevant.

Finnigan said a petition with 800 signatures requesting a public hearing was an indication there should be more input on the matter.

Finnigan said, "The Council has not addressed itself to this matter. We will take other courses if public hearings are not planned."

Specifically the group asked for immediate action with a public hearing scheduled no later than Sept. 7. They also said if no reply from the Council is received by Aug. 24 they would take other action.

Replies and responses to the impact statement are to be filed by Sept. 10.

Kruse Way, sometimes referred to as FAS 943, would provide a connection between Bonita interchange and Boones Ferry Road.

Councilman Bill Cook said that he thought the impact study was highly technical. He questioned what the Council anticipates in their study session and was told the staff would be prepared to answer any questions about the study.

8361

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 22, 1973

Mr. Gordon R. Martin
12265 SW 72nd Avenue
Tigard, OR 97223

Dear Mr. Martin:

As requested by your letter of August 16, 1973 enclosed are the following data relative to our recommendations for the redesign of the South Tigard Interchange when FAS 943 is constructed.

1. Preliminary recommended design revision plan for the South Tigard Interchange.

2. Estimated 1993 design hour volumes (DHV) for traffic movements concerning the interchange.

3. Capacity analysis calculations at the ramp terminal intersections including:

   a. Storage capacity required and provided.
   b. Percent of green cycle time required for each movement, assuming an 80 second cycle length.
   c. Level of service at the signalized intersections.

4. Estimated 1993 trip table indicating daily and peak-hour traffic movements through the interchange.

Heavy trucks are three percent of the total peak-hour traffic volume as indicated by vehicle classification counts obtained at the interchange in August, 1972. Heavy trucks are defined as six-tired vehicles, or more, having duel tires on the rear axle.

A review and update of the trip projections for Zone 219 has recently been completed. A map indicating the boundary of Zone 219 is enclosed for reference. The Clackamas County Comprehensive Land Use Plan dated August, 1971 as revised in January, 1973 was used in our update. The "Mountain Meadows Land Study" report dated October, 1972 was also reviewed. Mountain Meadows is an area immediately east of I-5 and north of FAS 943 covering approximately 286 acres. The land use recommendations presented in the Mountain Meadows report appears to be compatible with the Clackamas County Comprehensive Land Use Plan. This report was used as a source of potential land use development.

Listed below are the Wilbur Smith "Planning Analysis and Projection" statistics compared to the updated data for Zone 219.

	Zone 219		
	Wilbur Smith	Updated Data	Percent Increase
Dwelling Units	5,400	8,200	53%
Commercial Acreage	18	75	410%
Population	18,800	25,000	33%
Generated Trips (2-Way)	50,600	68,000	37%

The traffic projections assigned to the South Tigard Interchange reflect the updated statistical data. The design revisions recommended for the South Tigard Interchange are contingent on the construction of FAS 943 and are subject to the review and approval of the Highway Division Administration and the Federal Highway Administration.

Your interest in the ability of the South Tigard Interchange to adequately accommodate projected traffic is commendable. Your review and comments on the interchange redesign proposal will be given consideration.

Very truly yours,

Robert E. Royer
Planning Engineer

JH:ap
Enclosure
bc: R. L. Schroeder
J. H. Versteeg

12265 S. ' 72nd Avenue
Tigard, Or. gon 97223
August 16, 1973

NOTED
ROBERT E. ROYER

Mr. Robert Royer
Traffic Survey Department
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Royer:

Mr. John Hanks has asked me to put my request for information in written form addressed to you. Therefore, please consider this letter a request from an interested citizen for the following:

(1) the proposed revisions to the South Tigard Interchange,
(2) the estimated 1990 "peak hourly flows" for all traffic movements concerning the Interchange,
(3) the cycle length including the "yellow" and "green" time allocated to each movement which have tentatively been assigned to the proposed signals at the Interchange,
(4) the estimated percentage of truck traffic during the "peak hours,"
(5) the criteria in detail used to project "zone 219" traffic.

You informed me on September 26, 1970, that CRAG had been chosen as the proper vehicle to provide current and realistic land use projections. My letters of October 6, and October 16, 1970 to Homer Chandler are evidence that I pursued this course without results.

By letter of December 21,1972 the Federal Highway Administration states they "would look to the State Highway Division for assurance that any additional traffic which is assigned to an interchange could be adequately handled." Mr. John McIntyre, Clackamas County Public Works Director, has made it clear to me on several occasions that Clackamas County is not taking any responsibility for the FAS 943 connection to the Interchange and is relying completely on the State Highway Division for guidance.

It appears the Highway Division has been placed in the position of full responsibility concerning problems which may arise from the connection of FAS 943 to the Interchange.

Since I feel the October 12, 1970 "pattern change resolution" is important, I've enclosed a copy.

RECEIVED
AUG 17 1973
PLANNING SECTION

Very truly yours,
Gordon R. Martin
Gordon R. Martin

W. H. Tebeau

8361

Mr. & Mrs. H. P. Lessler
5050 Carman Drive
Lake Oswego, Ore 97034
ZIP CODE

July 27, 1973

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon

Gentlemen:

As a resident of Clackamas County, living at 5050 Carman Drive, three houses east of the intersection with Bonita Drive, we wish to go on record as imploring the approval of the construction of the Kruse Way Corridor between I-5 Bonita Interchange and Boones Ferry Road as released by the Highway Department. We feel that the construction of this proposed arterial would relieve the dangerous and congested traffic condition on Carman Drive at the present time. The proposed road certainly would traverse sparsely developed property and would take a heavy percentage of the load now forced on Carman Drive.

We personally feel that objections to the Highway Department's proposal are purely selfish and not consistent with the general welfare of the area.

Thank you for inviting our opinion through your article in the July 26 copy of the Lake Oswego Review.

Very truly yours,

cc: ✓ Mr. R. L. Schroeder,
Assistant State Highway Engineer
State of Oregon Highway Department

NOTED
R. L. SCHROEDER

RECEIVED
JUL 31 1973
Office of
Assistant State Highway Engineer

June 19, 1973

Mr. John C. McIntyre
Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

Attn: Mr. Winston Kurth
Deputy Director of Public Works

Re: I-5 - Boones Ferry Road Section
FAS 943
Clackamas County

Dear Winston,

Attached is the copy of a sketch map for this project with a note from Mr. and Mrs. Kent stating that they are in favor of the project.

This was sent to us but thought this little patch of blue sky might cheer you up a little.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

We are in favor of the proposal — G. Kent 6/15/73

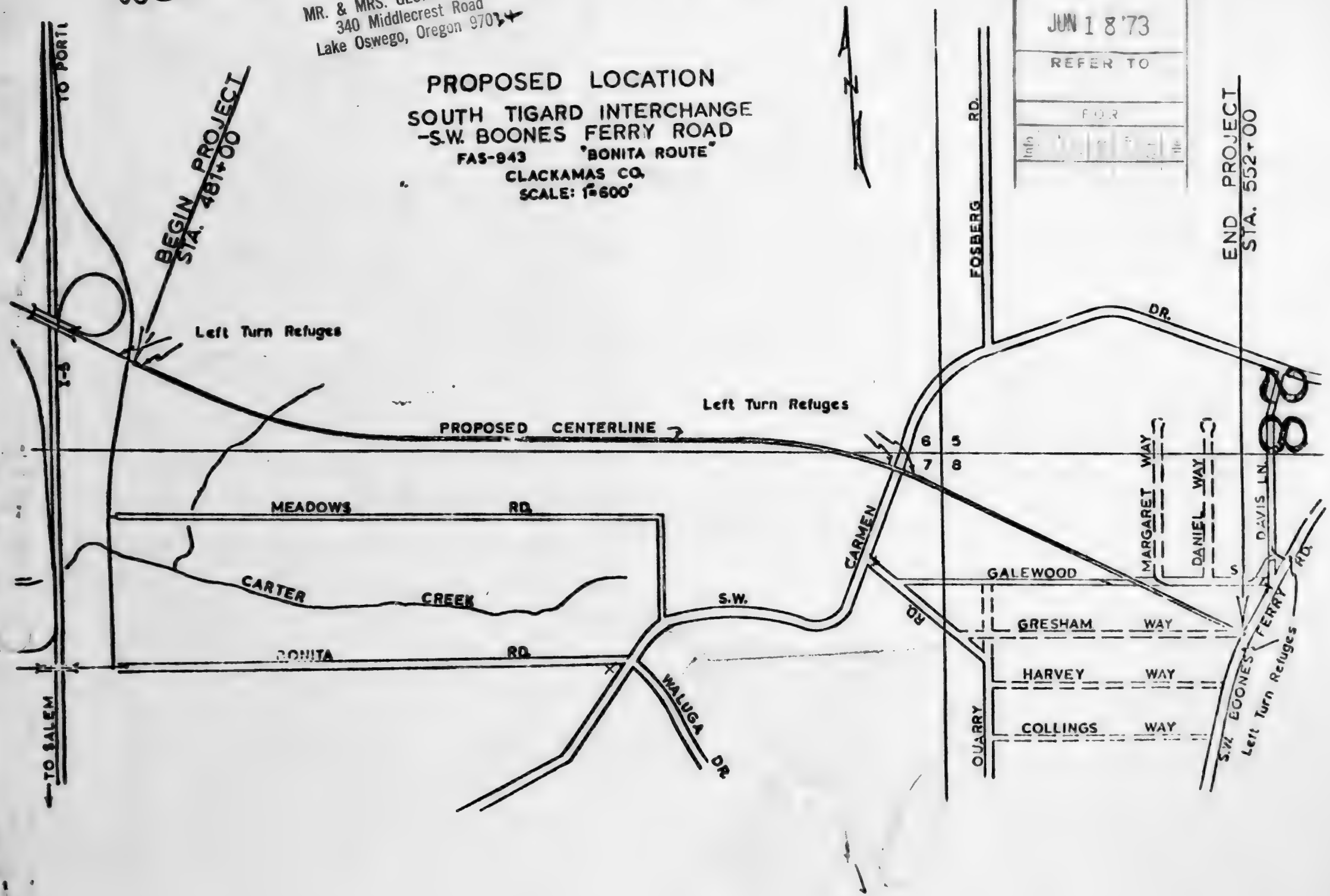
MR. & MRS. GEORGE C. KENT
340 Middlecrest Road
Lake Oswego, Oregon 97034

RECEIVED
STATE HWY ENGR
JUN 18 '73
REFER TO
FOR

PROPOSED LOCATION

SOUTH TIGARD INTERCHANGE -S.W. BOONES FERRY ROAD

FAS-943 "BONITA ROUTE"
CLACKAMAS CO.
SCALE: 1"=600'



Traffic Problems Face Bonita

"We have met the enemy and they are us" plus a lot of others emerged as the main culprits for the traffic problems on Bonita Road and potential culprits should Kruse Way be constructed as planned. The expressway would connect I-5—Bonita Interchange with Boones Ferry Road.

These conclusions surfaced at the Town Meeting on transportation a week ago Wednesday evening at Lake Oswego Junior High School.

As vehement as any statements were the predictions "If the Kruse expressway is permitted, it will be the opening wedge for a freeway right down through Lake Oswego to a new bridge over the Willamette River."

The proposed tie through Lake Oswego with I-5 was erased from the Clackamas County comprehensive plan some time ago with the concurrence of Lake Oswego city council.

"If they can scratch off a freeway, they can add it," was the way one resident expressed it.

An impact study of Kruse Way by the State Highway Division is completed and in rough draft form according to George Ramjoue, project manager in the environmental unit of the Division, at the request of the Clackamas County public works department. Ramjoue indicated that the study would be reviewed by Clackamas County officials and by Clackamas County legislators and would then be published in about 40 to 60 days.

Asked directly if there would be a chance for citizen input into the impact report, Ramjoue replied in the affirmative. Asked if citizen input would be effective in the final recommendations of the impact study, Ramjoue again replied in the affirmative.

Later when citizens had their chance to speak-up, Ramjoue said that the impact study report would contain but two alternatives: to recommend rejection of the expressway, or construction of the expressway.

With many members of the audience verbally opposing the construction of the expressway, citizens of Bonita Road were vigorously supporting the proposed tie-in with the I-5 and the Tigard Beaverton expressway traffic.

Bonita Road residents pictured their narrow rural road as unsafe for children, dangerous for motorists, clogged with trucks, an unbearable noise generator, a destroyer of the rural atmosphere almost all who settled on Bonita had sought.

Carman Drive residents also complained about traffic congestion and noise.

Both factions asked for relief with a road across undeveloped land from I-5 to Boones Ferry Road: the expressway.

However, Howard McKee, project director of the I 80 N environmental studies, warned that the very fact of a new road increased automobile traffic by at least 20 percent. "It is very much the situation of the chicken and the egg," he said.

Almost all speaking up and the Town Hall felt that less automobile traffic would be the best solution, but descriptions of drive and park lots to enhance the use of Tri-Met buses weren't received with enthusiasm.

One rather irate citizen asked Steve McCarthy, Tri-Met board member, to stop thinking about getting people into downtown Portland and to start thinking how the buses could serve citizens getting around in the Lake Oswego area. "We don't want so much of this south-north service. We want some east-west service," he said.

A proposed Clackamas County Comprehensive Land Use Plan has designated a 200 acre area at the I-5 Bonita Interchange for a commercial and a high density residential development. It is the only area in the entire county with the high density designation.

Town Meeting folks wanted to know how the traffic that would be generated from this development, plus the traffic now using Bonita Road would be dispersed once it reaches Boones Ferry Road. That's when the predictions of an east-west freeway through Lake Oswego into Milwaukie took over the meeting.

Professor John James of Davis Lane decried the tremendous truck traffic on Bonita and asked what the expected growth of Lake Oswego would do to traffic near I-5. He wondered why there wasn't a truck route skirting the city. "Why even Silverton with about three square blocks of city has a truck by-pass," he asserted. "Lake Oswego lets the trucks run right down through town. What kind of madness is this? One Bonita Road remedy is to get the trucks off that road. We can't be all things to all people."

John Jaeger, long-time Bonita Road resident, said that cars travel Bonita Road an average of one every 10 seconds, a truck every 15 seconds.

Mrs. Henry P. Lessler of Carman Drive complained about the traffic hazards on her road and wanted to know how it and Bonita Road would handle the hordes going to Washington Square (Progress) when completed. She felt Kruse Way was the answer.

McKee replied that a four lane limited access road historically generated more traffic because "it would get them from here to there quicker," he said.

JOHN JAEGER, long time resident of Bonita Road handed out 2800 leaflets a week ago Tuesday on Bonita Road over which some 5000 cars pass daily. He hopes that the proposed four lane expressway directly east of the Bonita I-5 interchange will be built to relieve traffic on the narrow, 40 foot road. —Photo 102s

modern standards are the safest to travel. This fact has been frequently reported and proven by adequate statistics. Robert G. Swan, editor of the Daily Journal of Commerce, Portland, referred to the fact recently in his personal column in that trade paper. Swan was commenting on progress of freeway construction in Washington, Oregon and California.

Quoting from a report by the Motor Vehicle Manufacturers Association, Swan said that, according to 1970 data, "the rural interstate system has a safety record nearly twice as good as all other roads. The rural interstate fatality rate was 3.4 per 100 million vehicle miles of travel compared with 7.1 for all other rural roads. The Urban Interstate rate was even lower: 1.9 as opposed to 3.3 for all other urban highways."

The fact that modern freeways are twice as safe, percentagewise, as are both normal rural and urban roads, doesn't mean fewer accidents in number. In fact, they may experience an even greater number of accidents. That's because they carry many times more motor vehicles than do other roads, so their 3.4 percentage accident rate, may result in more accidents by number than the higher percentage on other less traveled roads.

Drivers At Fault

Another factor to consider is that freeway driving leads indirectly to careless driving on tributary roads.

freeway, capable of handling an automobile at a fairly high rate of speed, often finds his reflexes tuned to the rate of travel about him.

Then, h s off on a paved county road. He's apt to find himself in trouble if he isn't careful.

The county road isn't suitable for continuation of the rate of his travel. Thus, he is in danger of trying to take a turn too fast and losing control of his vehicle.

A good many accidents occur on state and county roads tributary to freeways and within a comparatively short distance from turnoff.

These accidents aren't necessarily because of poor highways. Instead, they're the result of poor driving.

Oregon Leading

The Interstate highway program has received cooperation from the State of Oregon since it was first initiated.

"Oregon, with so much of the Interstate program accomplished, is way ahead of the Nation," Swan reported

"The Federal Highway Administration reports that 90 per cent of the Interstate System is presently open to traffic. . . With pre-construction details proceeding on an additional 4,114 miles, some form of work is under way or complete on 98 per cent of the system. When completed, the 42,500-mile highway network will encompass each of the 48 continental states and will include 34,445 miles of rural highways and 8,055 miles of urban roads."

particularly to the recent opening of a five-mile section of I-5 in northern California. Presently, he reported, there are only two major breaks in the I-5 system in California, one just south of the Oregon border, in the Siskiyou Mountains area, and the other a 50-mile link between Sacramento and Stockton. Work is scheduled on each section this summer.

Despite the fact that Oregon has nearly finished its part of Interstate-5 and Interstate-80N, a few projects remain.

One of the major jobs still is in process of planning and includes bridge construction and routes between Oregon and Vancouver, Wash., and, in particular, locations to be determined by the planning for Portland International Airport. The final link of I-80N on the state's northeastern boundary, is under construction.

But a good deal of back up work remains.

I-5 in Oregon was built to original standards. But as experience was gained, standards were upgraded.

Thus Roseburg soon will be given an improved traffic exchange at Harvard Boulevard. The freeway is to be virtually rebuilt between Harvard and Shady Point, to eliminate dangerous curves around Mt. Nebo. Similar projects are in prospect throughout the state.

Interstate-5 is a far safer road than most other roads of the state.

Can't you just imagine trying to squeeze all the traffic now using I-5 into old Highway 99?

Portland Press (East)----------5-2

Banfield lead test set

ROSE CITY PARK—Health personnel from the Multnomah County Lead Control program were scheduled to begin testing lead levels in the area around the Banfield Freeway this week.

According to Marilee Dea, nurse coordinator, the team will be testing the air, dirt, and water, of a 10-block area north and south of the freeway at NE 76th Avenue.

Cooperation is being asked by parents in the area to allow the lead testers to screen children and lead levels in homes. Children between ages 1 and 8 will be tested.

The testing will be done over a two week period with results available in about a month. The undertaking is one part of the lead control team's study of the sources of environmental lead in the Portland area.

The Banfield area screenings is the combined effort of the Oregon Graduate Center, the Columbia Willamette Air Pollution Authority, and the Oregon Highway Division.

Persons in the neighborhood seeking further information can contact the lead study team at 248-3400.

Newberg Graphic----------5-10

The Brake, Not The Throttle

Recently the Oregon State Highway division printed a release stating that vehicular traffic increased 8.6 between January 1972 and January, 1973. No wonder then that we have more accidents and close calls on the highway.

Somewhere along the way it seems we have put more emphasis on the throttle than on the brake. We all want to get someplace in half the time it takes to say 'Let's Go.' We lose all the perspective of the scene nature has thrown our way when we zip past racing for the next stop street like there is no tomorrow.

There is a lot to be said about the revolution the auto brought to all of us; the comfort, convenience, the pride of ownership, the big vacation, the visitations we can make far away.

But, sometimes we should stop and relax and ponder. Where in the world are we going in such a rush? Could it be that manufacturers of cars put the brake and the throttle right next to one another for a reason?

• • •

The testing will be done over a two week period with results available in about a month. The undertaking is one part of the lead control team's study of the sources of environmental lead in the Portland

The Banfield area screenings is the combined effort of the Oregon Graduate Center, the Columbia Willamette Air Pollution Authority, and the Oregon Highway Division.

Persons in the neighborhood seeking further information can contact the lead study team at 248-3400.

Lake Oswego Review----------5-10

Another View Of Town Meeting

Editor, The Review
Dear Editor:

The headline "Traffic Problems Face Bonita" in the May third issue was a good one, and your story did a splendid job of portraying the emotional nature of the problem. Some of the analyses generated at the Town Meeting, however, were not only misleading, but bordered on hysteria. While it may be true, as Howard McKee stated, that "the very fact of a new road increases automobile traffic by at least 20 percent," and has historically done so, this does not in any way point to the paranoid conclusion that "if the Kruse expressway is permitted, it will be the opening wedge for a freeway right down through Lake Oswego to a new bridge over the Willamette River." It's like saying that if a housewife learns to drive a car, she will end up driving a cement truck.

The planned road is not a freeway, and penetrates Lake Oswego's city limits only far enough to make the connection with Boones Ferry Road near Davis Lane. The question of a freeway is an entirely separate matter, and the citizens of Lake Oswego will have every opportunity to prevent its construction Further, Lake Oswego has traditionally had little to do with Milwaukie. It does not follow that great pressure will be put on to construct a new bridge for that purpose. In any case I suspect that majority of new traffic generated will flow in the opposite direction, toward the commercial developments at Washington Square, Tigard and Beavertop. There is no reason to suppose that there will be an appreciable increase in traffic into the city, when the attractions of shopping, commerce, and jobs lie elsewhere. If the people of Lake Oswego wish to remain isolated, that is their prerogative, but it is very much in the interest of their convenience that the new road be constructed. At the same time, it will go a long way toward reducing the very real possibility of a child fatality along Carman Drive or Bonita Road. What citizen of Lake Oswego would like to have that on his conscience?

The issue is not the volume of traffic per se. The concern is that the present road is inadequate for the need. The Sheriff's office has apparently been unable or unwilling to enforce the 25 mph speed limit, which would go a long way toward eliminating the hazard to children and motorists. But even if strict enforcement were feasible, it would in no way alleviate the problems of Bonita Road and Carman Drive being "clogged with trucks, an unbearable noise generator, (and) a destroyer of the rural atmosphere..." Where are the environmentalists now? Indulging their narrow self interests? It seems more logical that a four lane road, constructed away from residential areas (as the Kruse route proposes), should connect the four lanes of Boones Ferry Road with those of the Tigard-Beaverton highway. It would be to the benefit not only of the residents of Bonita Road and Carman Drive, but to those of Lake Oswego as well. The citizens of Lake Oswego have been misled by a minority of well meaning but intellectually clumsy individuals "We have met the enemy and they are us" is an appropriate byline; the man in the street falls victim.

Sincerely,
Charles Jaeger

8361

RECEIVED
STATE HWY ENGR
APR 30 '73
REFER TO
FOR
Info | Instruct

915 Bullock Street
Lake Oswego, Oregon 97034

April 26, 1973

Lake Oswego City Council
Lake Oswego
Oregon 97034

Subject: PROPOSED KRUSE WAY - PROJECT NO. FAS-943

Gentlemen:

As one whose office is in Tigard and who, therefore, frequently commutes from southeastern Lake Oswego to Tigard using Country Club Road, Boones Ferry Road, Bonita Road and Beaverton-Tigard Bypass I am very much interested in the proposed connection between the Boones Ferry Road and the South Tigard Interchange.

This proposed road will definitely improve the movement of traffic from Lake Oswego, Lake Grove and Tigard-Beaverton area. It also will improve the traffic situation on the presently used residential streets.

I am, however, very much against the extension of commercial enterprises northward from Lake Grove along southwest Boones Ferry Road. This road and the surrounding area from Lake Grove shopping area through to Taylors Ferry Road area is almost entirely residential and is a restful road to drive even during busy hours and as such should be kept. Ribbons of commercial enterprise such as most of our cities and surrounding areas have had for many years are very detrimental to the movement of traffic and I do not believe are very efficient commercial enterprises.

With regard to the area immediately east of the south Tigard Interchange I also disagree with making it commercial. The west side of the I-5 Freeway has extensive commercial areas and I think it would be well to keep it all on that side and make the east side residential. Whether the residential is single family dwellings or multiple family or apartment buildings I believe should be determined by the Planning Department.

The most commercial enterprise which I believe should be acceptable to the east side are gasoline stations and restaurants and the occasional motel close to and readily accessible from an interchange.

NOTED
R. L. SCHROEDER

Yours sincerely,

Donald R. Burns, P. Eng.

NOTED
A. E. JOHN...

cc: Clackamas County Commissioners
Oregon City, Oregon

cc: State of Oregon
Highway Department
Salem, Oregon

RECEIVED
MAY 1 1973
...Engineer

RECEIVED
APR 27 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Bloodworth, Hawes, Peterson
& Associates Architects
7000 Southwest Varns Road • Portland, Oregon 97223 • Telephone (503) 639-9430

April 26, 1973

Lake Oswego City Council
c/o City Manager
City Hall
Lake Oswego, Oregon 97034

Re: Proposed Kruse Way Highway

Dear Sir:

I would concur 100 per cent in the proposed location for the four lane highway to be known as Kruse Way.

All roads in the city of Lake Oswego are 1920 vintage and not meant for todays vehicular traffic. They are, at best, not safe for both heavy density traffic use and school bus loading stations.

The ecology would be served by eliminating slow moving traffic on rural roads which is productive of noxious fumes to a greater degree than fast moving traffic.

Yours very truly,

William D. Peterson

rg

cc: Clackamas County Commissioners, Oregon City
State of Oregon Highway Department, Salem

Robert L. Bloodworth A.I.A., Richard Z. Hawes A.I.A., William D. Peterson A.I.A.
Associates Richard J. Sweeney, Richard H. G. Eslick

Bloodworth, Hawes, Peterson
& Associates Architects
7000 Southwest Varns Road • Portland, Oregon 97223 • Telephone (503) 639-9430

April 25, 1973

Lake Oswego City Council
c/o City Manager
Lake Oswego, Oregon 97034

Gentlemen:

To go on record, I would like to state that I have strong feelings that you are being far-sighted in backing the proposed South West Boones Ferry, Bonita Exchange artery, better known as "Kruse Way". Not only is it imperative that the people of Lake Oswego have this safe link with Interstate 5 and on west to Beaverton, but it would take the dangerous vehicular traffic off of narrow, undeveloped country roads, such as Bonita.

I feel going overboard with ecology is one thing, but we must be practicable about a functional vehicular traffic system.

Sincerely yours,

Robert L. Bloodworth

Robert L. Bloodworth

RLB:cp

cc: Clackamas County Commissioners
State of Oregon Hwy. Dept.

RECEIVED
STATE HWY ENGR
APR 27 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
APR 27 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED
A. E. JOHNSON

RECEIVED
JUL 6 - 1970
FOR FILING

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 18, 1970

Mr. E. H. Kirschbaum, A.I.A.
12897 S. W. Forest Meadow Lane
Lake Oswego, Oregon 97034

Dear Mr. Kirschbaum:

Your letter concerning the proposed Bonita Corridor construction bears on a subject which I know is of much local concern.

Federal rules require that continuous, cooperative, comprehensive planning must be carried on in any standard metropolitan statistical area to qualify that area for Federal grants of any nature. This requirement is met by the Columbia Region Association of Governments, which is carrying on the Portland-Vancouver Metropolitan Transportation Study. A complete network of facilities required to meet the transportation problems of 1990 has been approved by that group.

It is true that the City of Lake Oswego objected to a freeway through its environs in 1965; however, in 1967 the City of Lake Oswego retained Architect Robert Duncan McFarlane to prepare future development plans for the City. Mr. McFarlane's plans included a freeway in the Bonita Corridor and the Columbia Region Association of Governments' study group continues to recommend such a facility.

You correctly point out that the north-south corridor is in need of attention. On previous occasions, the Highway Division has programmed improvement of the highway between Tryon Creek and Portland, but the proposals faced such strong local objection (and no apparent support) that funds were reprogrammed elsewhere.

The State bypass is also a part of the Highway Division's planning, but it is so costly there is no chance of achievement in the early future. Federal legislation concerning allocation of funds after the basic completion of the Interstate System gave promise of providing relief, but this seems at least four years away.

COPY

RECEIVED
JUN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I sincerely appreciate your interest in comprehensive planning and directing the collective effort to the elimination of major problems. In the current instance, however, Clackamas County officials have elected to proceed with this project inasmuch as they find it high on their list of needed corrective actions.

Sincerely,

Governor

TM:ma
bcc: Forrest Cooper

KIRSCHBAUM TO HWY 5/28

10399

May 22, 1970

Edwards
Dept plane

The Honorable Tom McCall
State Capitol
Salem, Oregon

Subject: Construction of Bonita Corridor,
Lake Grove, Oregon

Dear Governor:

This letter is to call attention to the coordination of planning to which I have recently been exposed in a public hearing concerning the construction of the Bonita Corridor proposed by Clackamas County. In October 1969 CRAG published a map of proposed major arterials and freeways for the Portland Metropolitan area. This map shows no road required or proposed in this area. Yet the March issue of the PVMT map shows this road as an arterial without any justification. It is my understanding that land acquisition is about to start for this limited access expressway. In studying the proposed traffic counts I cannot find any projections for this arterial, however, the road it will parallel shows 2,996 cars per day to I-5. I cannot justify the construction of a million dollar highway for utilization to this degree.

The cities of Lake Oswego and West Linn do have an extreme need for improved north - south access to downtown Portland. Through the improvement of existing Boones Ferry Road, Portland Avenue, S. W. Riverside and the construction of a State Street Bypass, the local traffic problems of this portion of the Metropolitan Area can be solved. The traffic counts for these roads total 34,000 vehicles per day, exceeding those of the proposed Bonita Corridor by a factor of 10:1 today and projected to 15:1 in 1990; yet Boones Ferry remains in a state of extreme disrepair in Clackamas County and State Street is overloaded 150%. The Planning Engineers, for some reason, chose to turn their backs on these problems and solutions which could preserve our land and environment and conserve the tax dollar. The construction of the Bonita Corridor will not resolve or improve the above conditions.

Schroeder
Edwards

In relation to the Oswego Freeway, in 1963 the City of Lake Oswego formally protested the construction of I-205 through this city. Due to this protest, the above highway was relocated south of West Linn. It is my feeling that the citizens of Lake Oswego have not reversed their opinion regarding this highway. It is true that the industrial districts of Beaverton and Tigard would like the shortest possible link with Milwaukie and that this route is through Lake Oswego. There is a proposed Johnson Creek Freeway north and I-205 south to accomplish this linkage. Why then, in the face of the above, do CRAG and the State Highway Department continue to show a freeway through Oswego? Do political - industrial interests have the right to destroy one of the most unique and beautiful metropolitan residential communities in the northwest, turning their backs on good freeway planning criteria in respect to effects on the immediate environs?

In summary, I feel that the citizens of Oregon should be kept better informed of our planning processes so that their feelings can be reflected and recognized in the planning process and the planning agencies be better coordinated in their efforts. Highways are another form of land pollution which must be controlled if we are to protect our environs and industry, as well as individuals, must pay the price. The price in this case is two to three miles more of travel to save 25 acres of green land, clean air and the integrity of a community. I believe that other less destructive and costly methods can be found to remedy our traffic problems and that these alternatives should be carefully studied prior to releasing funds for the subject construction.

Yours truly,

E. H. Kirschbaum

E. H. Kirschbaum, A.I.A.
12897 S. W. Forest Meadow Lane
Lake Oswego, Oregon 97034

EHK:jjf

cc: Glenn Jackson
E. D. Potts
John Fulton
Clackamas County Highway Department
City of Lake Oswego

MAY 28 '70

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PVMTS

TRANSPORTATION PLAN 1990

xisting or Committed — Proposed Improvement

FREEWAY – EXPRESSWAY

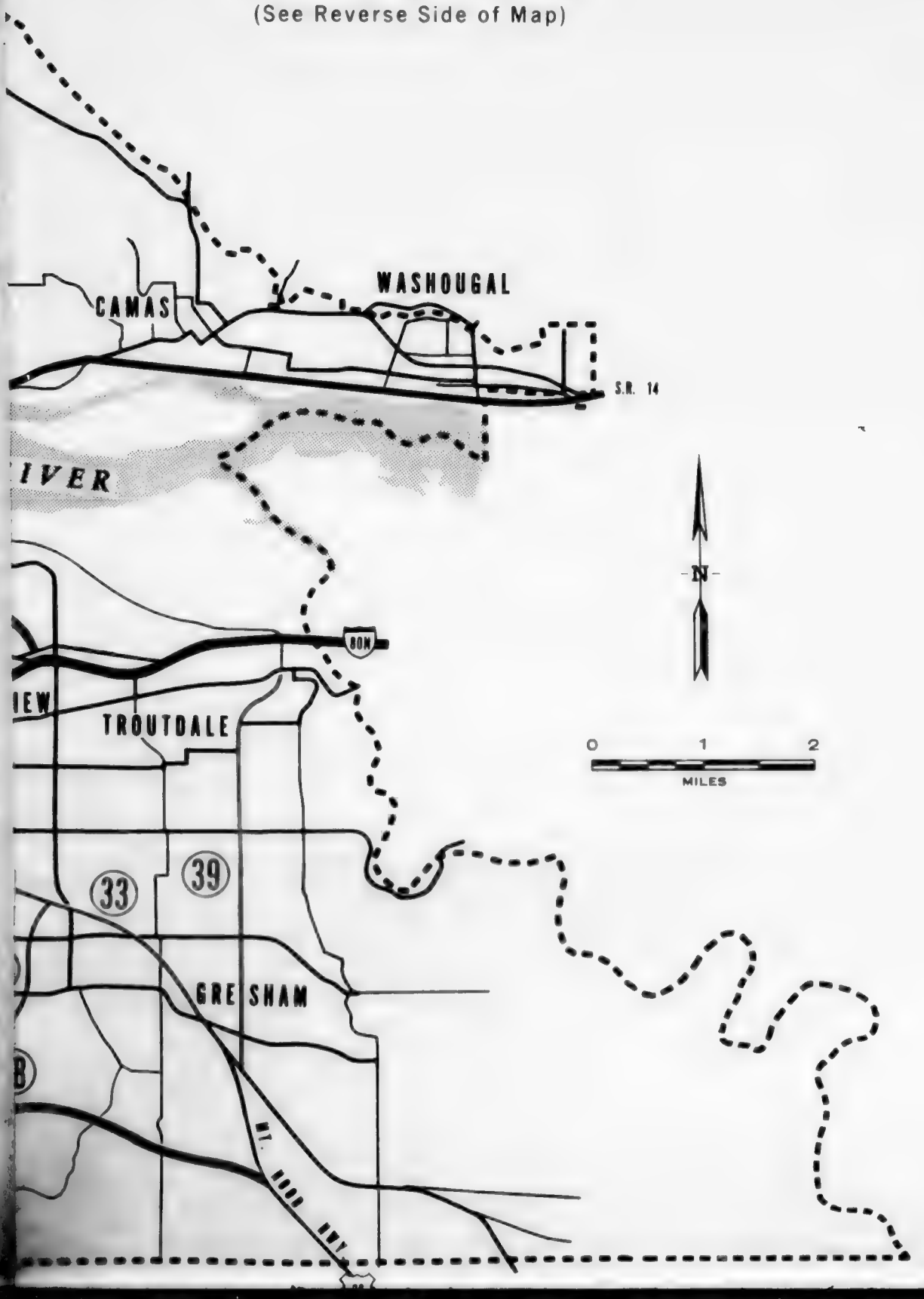
ARTERIAL

COLLECTOR

Study Area Boundary

Improvement Key (00)

(See Reverse Side of Map)



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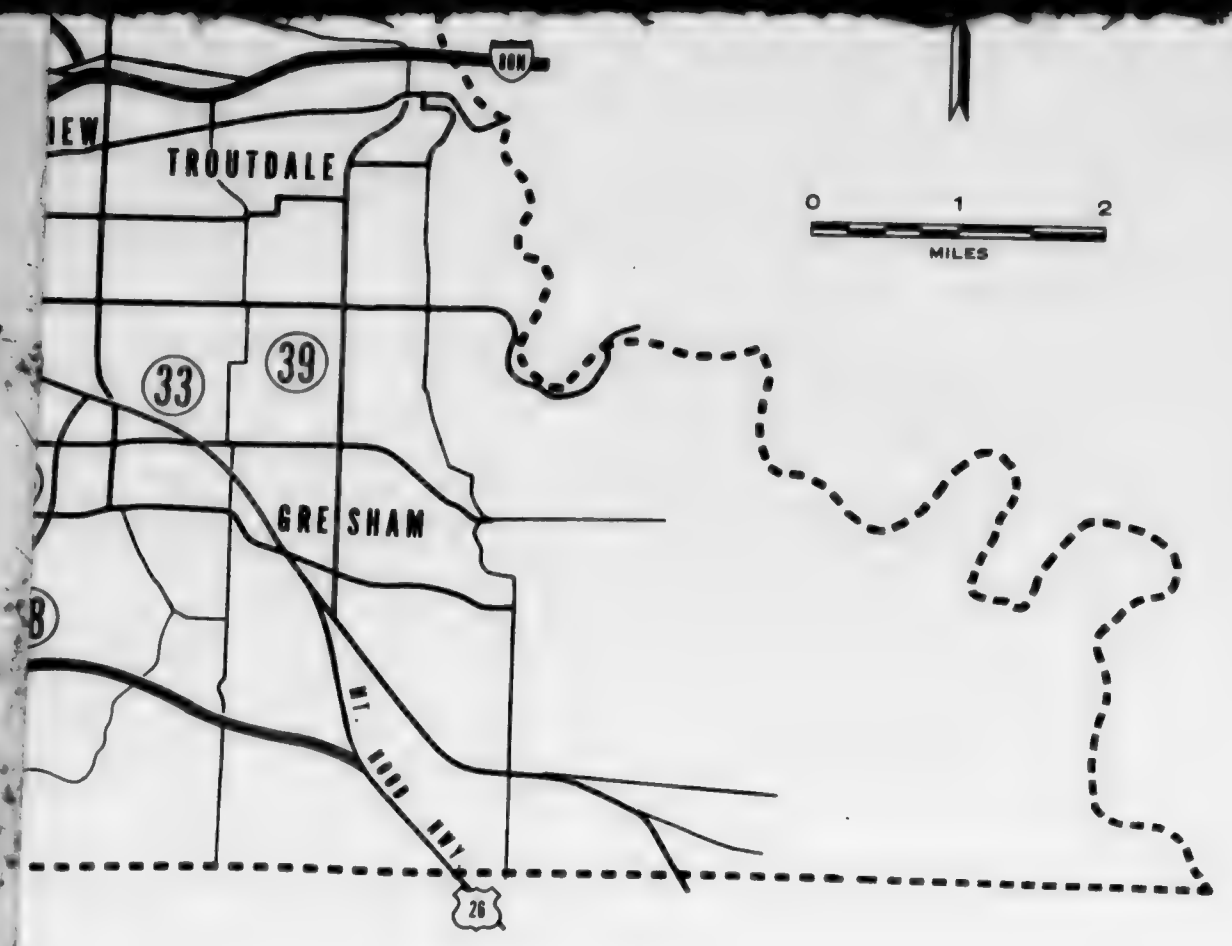

PORTLAND CBD ENLARGEMENT

PORTLAND METROPOLITAN AREA

1990 TRA

The 54 projects listed below are those recommended
Plan. These projects were presented to the Coordinating C
1969. The numbers assigned to the projects are keyed to
only used to identify each project. Freeways and expre
connections using the higher numbers and generally group
of lanes recommended. Later reports published by the
identifying the projects represent a recommended traffic c

The following is a brief explanation of the various

Freeway: A facility devoted entirely to the tas
with no intersections at-grade. Parking
feet; median, 16 feet; and shoulders,

Expressway: A facility devoted primarily to the t
a multi-lane, divided roadway with f
Parking is prohibited. The minimum

Arterial: A facility primarily devoted to mov
access. It will probably be a mult
Minimum recommended widths are
feet.

Collector: A facility which interconnects inte
have two or more travel lanes, de
or may not be provided. The
minimum right-of-way width is 60

PR

1. **Johnson Creek-Sellwood Freeway.** A freeway facility extending from the Baldock Freeway on the west to the I-205 route on the east. The project includes a new Willamette River bridge in the vicinity of Sellwood. It will be a multi-lane facility, six lanes between the Baldock Freeway and Harney Drive, then four lanes to its terminal point at I-205. This project will connect with the Multnomah Boulevard Freeway at the Baldock Interchange.

2. **Lake Oswego Bypass.** This four-lane freeway is an easterly continuation of the Beaverton-Tigard Expressway and extends from the Baldock Freeway on the west, skirts along the northern edge of Lake Oswego, crosses the Willamette River on a new bridge and intersects with McLoughlin Boulevard at its eastern terminus.

3. **Rivergate Freeway.** A new four-lane freeway route extending northerly from the Sunset Freeway, in the vicinity of the Beaverton-Tigard Freeway crossing the Willamette River on a new bridge lying downstream from the St. Johns bridge, traversing and serving the

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the west to the I-205 route on the east. The project includes a new Willamette River bridge in the vicinity of Sellwood. It will be a multi-lane facility, six lanes between the Baldock Freeway and Harney Drive, then four lanes to its terminal point at I-205. This project will connect with the Multnomah Boulevard Freeway at the Baldock Interchange.

2. Lake Oswego Bypass. This four-lane freeway is an easterly continuation of the Beaverton-Tigard Expressway and extends from the Baldock Freeway on the west, skirts along the northern edge of Lake Oswego, crosses the Willamette River on a new bridge and intersects with McLoughlin Boulevard at its eastern terminus.

3. Rivergate Freeway. A new four-lane freeway route extending northerly from the Sunset Freeway, in the vicinity of the Beaverton-Tigard Freeway crossing the Willamette River on a new bridge lying downstream from the St. Johns bridge, traversing and serving the Rivergate Industrial Area, crossing over the Columbia River on a new Interstate bridge and then northerly to connect with I-5 north of Vancouver, Washington.

4. Whitaker Freeway. A freeway facility generally paralleling the Columbia River along the northern limits of Portland. The four-lane project extends from the Rivergate Industrial Area on the west end to I-205 on the east end.

5. Rose City Freeway. This facility extends westerly from I-205 to the Minnesota Freeway and will have access across the Willamette River on the Fremont Bridge and to the Industrial Freeway on the west side. The project will be six lanes between the Minnesota Freeway and 33rd Avenue, and four lanes the balance of the route.

6. St. Helens Freeway. This project is a four-lane freeway in northwest Portland extending from the proposed Rivergate Freeway on the west end to Nicolai Street and a connection to the Industrial Freeway on the east end.

7. Multnomah Boulevard Freeway. A freeway facility extending from the Baldock Freeway on the east to the Beaverton-Tigard Freeway and Scholls Ferry Road on the west. The project will accommodate four lanes of traffic and will connect with the Johnson Creek-Sellwood Freeway at the Baldock Interchange.

8. Whitaker Expressway. This facility will be constructed to expressway standards and be four lanes in width. It will extend from I-205 on the west to Sandy Boulevard in the east. It will also act as an expressway extension, easterly, of the Whitaker Freeway.

9. 20th Avenue Expressway. The improvement of this existing street will be to construct an expressway facility accommodating six lanes of traffic. The limits of the project are from the Broadway-Weidler one-way couplet at the north end to a connection with McLoughlin Boulevard at the south end.

10. Aloha Expressway. A completely new facility constructed to expressway standards and accommodating four lanes of traffic throughout. The project starts on the north end at an interchange with the recommended Rivergate Freeway, moves southerly through Aloha and thence southeasterly to connect with I-5.

11. Carey-Edison Expressway. A four-lane expressway connecting with the Rivergate Freeway and giving excellent access to the Rivergate Industrial Area. The project moves southerly of the St. Johns district, near the Willamette River, thence northerly to connect with the Whitaker Freeway thus forming a loop around the St. Johns area.

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38. S. E. 221st Drive. This four-lane facility is located along the west side of the City of Gresham and extends between the Mt. Hood Freeway and Burnside Street.

39. E. 257th Drive. A north-south four-lane facility extending from Troutdale on the north to the Mt. Hood Highway (US26) east of Gresham on the south.

40. N. E. 181st Avenue. An extension of 181st Avenue north from Sandy Boulevard (US30 Bypass) to Marine Drive. The project will accommodate four lanes of traffic.

41. Denny Road. A two-lane facility in Washington County. It runs east-west, south of Beaverton and extends between S. W. 170th Avenue and S. W. Hall Boulevard.

42. Taylors Ferry Road Extension. A short two-lane extension of an existing facility. The project extends Taylors Ferry Road from 80th Avenue to an intersection with Oleson Road.

43. Vermont Street Extension. This recommendation extends Vermont Street as a two-lane facility between Oleson Road on the east to Scholls Ferry Road (ORE210) on the west.

44. S. W. 72nd Avenue. A four-lane facility located west of I-5 in Washington County paralleling the Interstate Route. The project extends from the Pacific Highway West (US99W) on the north to Lower Boones Ferry Road on the south, serving an expanding industrial area.

45. S. W. Murray Boulevard Extension (formerly S. W. 145th Avenue). A southerly extension of S. W. Murray Boulevard running southeasterly from Old Scholls Ferry Road crossing the Pacific Highway in the vicinity of King City and continuing southeasterly to I-5 near Durham and accommodating two lanes of traffic.

46. 170th Avenue-Reusser Road. Another two-lane improvement connecting two existing facilities. The project extends from the Tualatin Valley Highway (ORE8) to Scholls Ferry Road (ORE210).

47. Baseline Road-Jenkins Road. A short two-lane facility connecting Baseline and Jenkins Road in Washington County.

48. State Route 500 (Fourth Plain Blvd.). A four-lane partial access controlled facility extending from N. E. 117th Avenue to N. E. 137th Avenue.

49. N. E. 18th Street. A two-lane non-access controlled facility extending from Andresen Road to N. E. 97th Street.

50. 97th Avenue. A four-lane non-access controlled facility extending from Mill Plain Road to Burton Road.

51. S. E. 136th Avenue. A four-lane non-access controlled facility extending from S. E. McGillivray Boulevard to Mill Plain Road.

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53. 82nd Avenue. A two-lane non-access controlled facility extending from State Route 500 to N. E. 63rd Street.

54. S. E. McLoughlin Boulevard. This State Highway, US99E, is to be improved as a six-lane facility between the Johnson Creek-Sellwood Freeway and the Lake Oswego Bypass.

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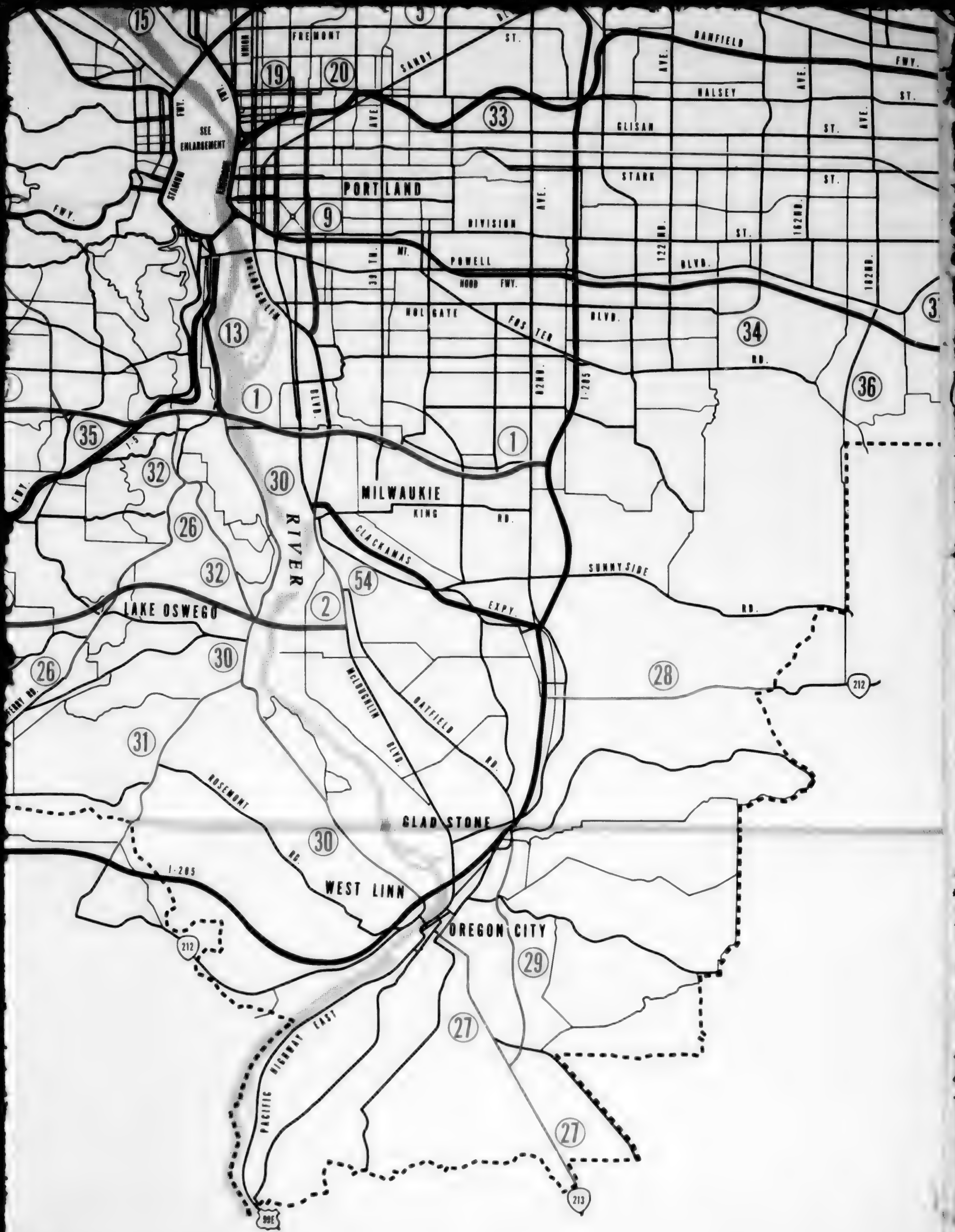
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PVMTS

TRANSPORTATION PLAN 1990

Existing or Committed — Proposed Improvement

FREEWAY – EXPRESSWAY

ARTERIAL

COLLECTOR

Study Area Boundary ------

Improvement Key (00)

(See Reverse Side of Map)

PORTLAND CBD ENLARGEMENT

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1. **Johnson Creek-Sellwood Freeway.** A freeway facility extending from the Baldock Freeway on the west to the I-205 route on the east. The project includes a new Willamette River bridge in the vicinity of Sellwood. It will be a multi-lane facility, six lanes between the Baldock Freeway and Harney Drive, then four lanes to its terminal point at I-205. This project will connect with the Multnomah Boulevard Freeway at the Baldock Interchange.

2. **Lake Oswego Bypass.** This four-lane freeway is an easterly continuation of the Beaverton-Tigard Expressway and extends from the Baldock Freeway on the west, skirts along the northern edge of Lake Oswego, crosses the Willamette River on a new bridge and intersects with McLoughlin Boulevard at its eastern terminus.

3. **Rivergate Freeway.** A new four-lane freeway route extending northerly from the Sunset Freeway, in the vicinity of the Beaverton-Tigard Freeway crossing the Willamette River on a new bridge lying downstream from the St. Johns bridge, traversing and serving the Rivergate Industrial Area, crossing over the Columbia River on a new Interstate bridge and then northerly to connect with I-5 north of Vancouver, Washington.

4. **Whitaker Freeway.** A freeway facility generally paralleling the Columbia River along the northern limits of Portland. The four-lane project extends from the Rivergate Industrial Area on the west end to I-205 on the east end.

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6. St. Helens Freeway. This project is a four-lane freeway in northwest Portland extending from the proposed Rivergate Freeway on the west end to Nicolai Street and a connection to the Industrial Freeway on the east end.

7. Multnomah Boulevard Freeway. A freeway facility extending from the Baldock Freeway on the east to the Beaverton-Tigard Freeway and Scholls Ferry Road on the west. The project will accommodate four lanes of traffic and will connect with the Johnson Creek-Sellwood Freeway at the Baldock Interchange.

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34. Holgate-S. E. 148th Avenue Connection. A short four-lane connection of the aforementioned streets to better facilitate traffic movement in this portion of Multnomah County.

35. Sylvania Boulevard. This recommendation is a somewhat meandering four-lane improvement west of the City of Portland serving to better accommodate north-south traffic between Skyline Boulevard on the north and the Capitol Highway on the south.

36. S. E. 172nd-182nd Avenue Connection. Another short four-lane project connecting 172nd and 182nd Avenues in Multnomah County. This facility extends between the Mt. Hood Freeway and Foster Road.

37. S. E. 202nd-209th Avenue Connection. A short two-lane connection between 202nd and 209th Avenues in Multnomah County.

34. Holgate-S. E. 148th Avenue Connection. A short four-lane connection of the aforementioned streets to better facilitate traffic movement in this portion of Multnomah County.

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37. S. E. 202nd-209th Avenue Connection. A short two-lane connection between 202nd and 209th Avenues in Multnomah County.

38. S. E. 221st Drive. This four-lane facility is located along the west side of the City of Gresham and extends between the Mt. Hood Freeway and Burnside Street.

39. E. 257th Drive. A north-south four-lane facility extending from Troutdale on the north to the Mt. Hood Highway (US26) east of Gresham on the south.

40. N. E. 181st Avenue. An extension of 181st Avenue north from Sandy Boulevard (US30 Bypass) to Marine Drive. The project will accommodate four lanes of traffic.

41. Denny Road. A two-lane facility in Washington County. It runs east-west, south of Beaverton and extends between S. W. 170th Avenue and S. W. Hall Boulevard.

42. Taylors Ferry Road Extension. A short two-lane extension of an existing facility. The project extends Taylors Ferry Road from 80th Avenue to an intersection with Oleson Road.

43. Vermont Street Extension. This recommendation extends Vermont Street as a two-lane facility between Oleson Road on the east to Scholls Ferry Road (ORE210) on the west.

44. S. W. 72nd Avenue. A four-lane facility located west of I-5 in Washington County paralleling the Interstate Route. The project extends from the Pacific Highway West (US99W) on the north to Lower Boones Ferry Road on the south, serving an expanding industrial area.

45. S. W. Murray Boulevard Extension (formerly S. W. 145th Avenue). A southerly extension of S. W. Murray Boulevard running southeasterly from Old Scholls Ferry Road crossing the Pacific Highway in the vicinity of King City and continuing southeasterly to I-5 near Durham and accommodating two lanes of traffic.

46. 170th Avenue-Reusser Road. Another two-lane improvement connecting two existing facilities. The project extends from the Tualatin Valley Highway (ORE8) to Scholls Ferry Road (ORE210).

47. Baseline Road-Jenkins Road. A short two-lane facility connecting Baseline and Jenkins Road in Washington County.

48. State Route 500 (Fourth Plain Blvd.). A four-lane partial access controlled facility extending from N. E. 117th Avenue to N. E. 137th Avenue.

49. N. E. 18th Street. A two-lane non-access controlled facility extending from Andresen Road to N. E. 97th Street.

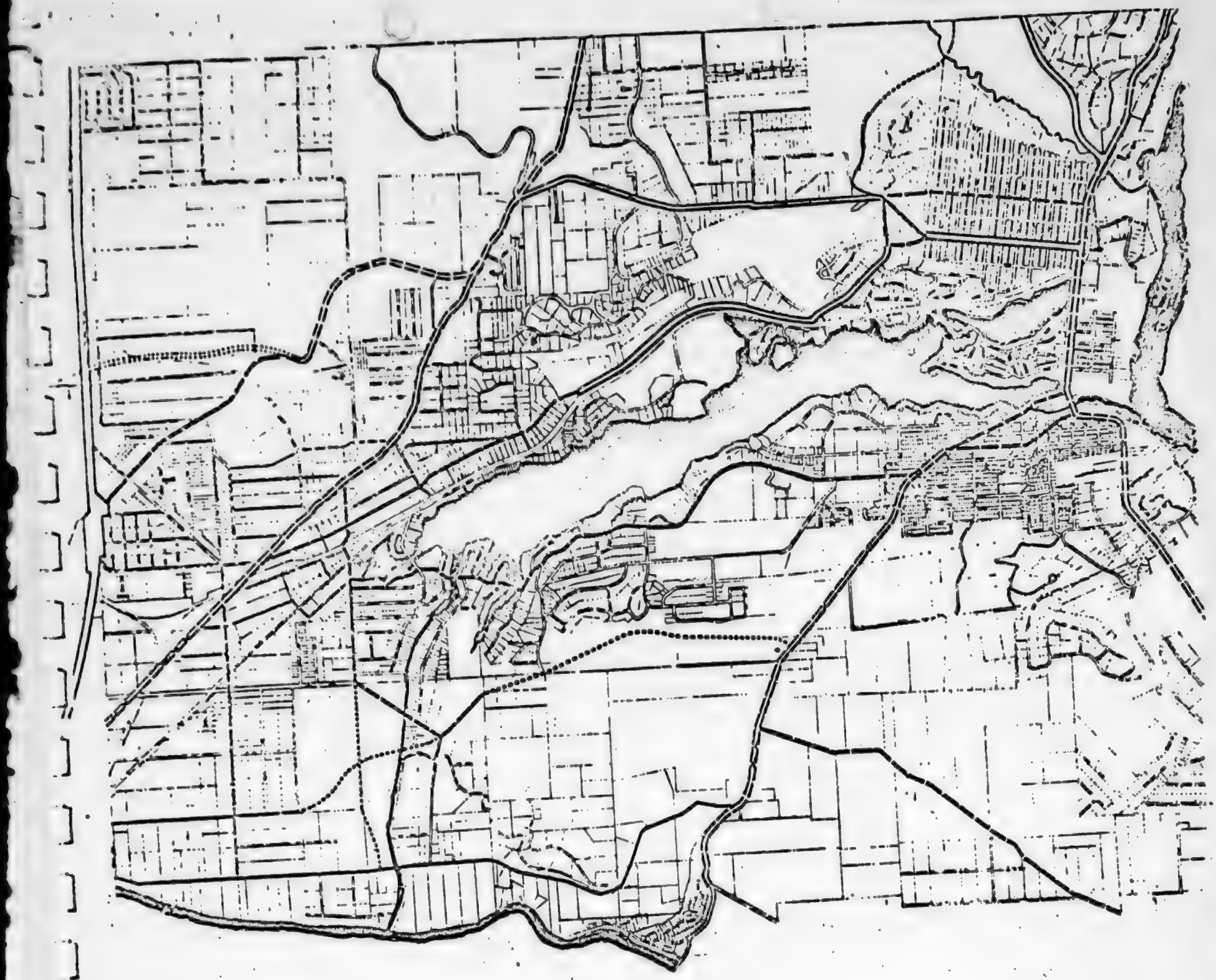
50. 97th Avenue. A four-lane non-access controlled facility extending from Mill Plain Road to Burton Road.

51. S. E. 136th Avenue. A four-lane non-access controlled facility extending from S. E. McGillivray Boulevard to Mill Plain Road.

52. Mill Plain Road. A four-lane non-access facility extending from S. E. 136th Avenue to 164th Avenue.

53. 82nd Avenue. A two-lane non-access controlled facility extending from State Route 500 to N. E. 63rd Street.

54. S. E. McLoughlin Boulevard. This State Highway, US99E, is to be improved as a six-lane facility between the Johnson Creek-Sellwood F[illegible]



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planning commission, 1960

MAJOR STREET PLAN

OSWEGO AREA

APRIL 25, 1973

Bend Bulletin----------4-12

Construction of a bike path following the banks of the Ochoco Creek from Prineville's east to west city limits is in the offing. Cyclists soon may pedal across town bypassing downtown traffic congestion. (Bulletin photo by Dave Swan)

Prineville's first

Path will make life easier for bicyclists

By Peggy Waldman
Bulletin Staff Writer

Local bicyclists soon may take scenic rides along the banks of Ochoco Creek across Prineville without battling downtown traffic congestion.

A new 8,000 foot paved bike path connecting the Madras and Ochoco highways is in the final planning stages.

Bob Lammert, district engineer for the state highway department, hopes to award a construction contract for the path before July 1.

The path runs from Crook County High School to Ochoco Grade School, leaving the grass along creek banks only at either end of the trail.

The eastern half of the trail traverses Prineville's Ochoco Creek Park. The city now is acquiring right of ways for the rest of the land.

The state highway department will put up an estimated $53,100 in construction funds to finance the path. State law requires the department to spend one per cent of each annual budget for bike paths, Lammert said.

He also hopes to build a second local bike path before July 1 from the intersection of the old Bend-Redmond Highway and Yew Avenue to the Redmond city pool.

The Redmond path will provide a safe, signalized access for youngsters bicycling to the pool this summer, Lammert said. The trail will lead 1.8 miles along state highway to Seventh Street and follow Highway 126 signals across Highway 97 to the city pool.

The state highway department will spend an estimated $18,000 in maintenance funds on the path, Lammert said

A bike path proposed for Bend has been postponed because of financial problems, Lammert said. Difficulties arose when the city wanted to install storm sewers, curbs and gutters at the same time the path was built along Galveston Street, Lammert said.

The Review
Lake Oswego-----4-12

Town Meeting Is Scheduled On Transportation

Future transportation development in Lake Oswego will be discussed at a "Town Meeting" planned by the Lake Oswego Citizen's Group with Charles Ruttan as moderator.

The meeting will take place at 7:30 p.m. on Wednesday, April 25 at Lake Oswego Junior High School.

Panelists appearing at the meeting include Steve McCarthy, board member of Tri-Met; Howard McKee, Highway Environmental Studies Project Director; George Ramjoue', Project Manager in the Environmental Unit of the State Highway Department; and Matt Finnigan of the Lake Oswego Citizens' Group.

McCarthy will lead off the evening's events with some comments on mass transportation as a viable alternative to more highways in this area. McKee will speak next on the impact of highway construction on land use. Ramjoue' will then explain how an environmental statement fits into highway planning. In conclusion, Finnigan will speak on the proposed four lane expressway connnecting the Beaverton - Tigard interchange on I-5 to Boones Ferry Road. He will discuss some citizen concerns regarding the road's impact on Lake Oswego

An opportunity will be provided for local residents to express the goals and objectives they would like to see realized in future transportation development in their city. Comments and suggestions, both written and oral, will be welcomed. Written suggestions may be addressed to the Lake Oswego Citizens' Group, P.O. Box 1181, Lake Oswego.

Portland Oregon Journal----------

Waterways Act i

By DEAN SMITH
Journal Staff Writer

Oregon's Scenic Waterways Act is not a "toothless tiger" and is working well, an assistant to Gov. Tom McCall said.

Kessler Cannon, the governor's natural resources assistant, said McCall is opposed to changes in the act as proposed by Atty. Gen. Lee Johnson in HB 2286.

Johnson charged during a hearing Friday of the House Committee on Environment and Land Use that the state has "no power" to stop development along scenic rivers.

HE CALLED the act a "toothless tiger" and proposed in his bill that the Oregon Highway Commission be given zoning powers to control development.

Cannon said the governor expects a statewide land use planning bill (SB 100) to pass the Legislature this year with adequate zoning safeguards.

Cannon said the executive branch feels the act, passed by initiative in 1970 and now including portions of seven Oregon rivers, should best be left alone.

Larry Williams, executive director of the Oregon Environmental Council, said zoning of lands along scenic rivers should be a by-product of a statewide land use plan.

Johnson was critical of the OEC for "opposing" his bill, suggesting that the C would lead to develop corridors along the riv

"WE'RE NOT oppo zoning as long as the comprehensive plan pr so zoning can be based overall zoning obje Williams said.

He said environmer fear zoning provision because zoning comm loss for some develo rather than for "no use

If zoning is incorp Williams said, it sho strictly consistent wi intent of the act — int prohibitions on any opment, if necessary.

Under the act, lande can propose develop the Highway Comm according to Rober scenic waterways coo for.

Oregon City Enterprise-Courier--------4-24

Old Dam Breaks, Floods Highway

An old mill pond dam at the Timberlake Job Corps Camp gave way Monday night, inundating a stretch of Highway 224 from approximately 9 p.m. until 4:30 this morning.

Clackamas County Sheriff's officials reported the leak was discovered about 8:30 p.m., but the outlet began to give way before the gates could be opened, making it unsafe to continue efforts to relieve the pressure.

Traffic was routed around the scene of the overflow by sheriff's deputies and Oregon State Police. Estimates of the depth of the water ranged from two to five feet.

Mike Stovall, district engineer for the State Highway Department, said this morning the road is again open to traffic, with only very minor damage reported.

Lake Oswego Review----------4-19-73

Bonita Access Effort Seeks Kruse Way Route

Concerned effort for support of the new access to Bonita interchange, Kruse Way, was started this week by Roy Goecks and John Jaeger. Some 3,000 letters were printed for distribution and Monday they started passing them out to motorists using Bonita Road.

The letter starts, "Do you realize this road is the only direct communicating link between Lake Oswego and all surrounding territory lying west of here? According to an official count, about 5,000 cars pass through here every day."

The letter goes on to explain a new four-lane highway is under consideration to pass through uninhabited land without a single residence involved. It says the road has already had the approval of the city council, the Clackamas County Commission and other public bodies with funds allocated.

"In all sincerity, don't you think Bonita Road is only a narrow country road hardly suited for this kind of traffic? We, the residents on Bonita Road and most other far sighted people who need to use the I-5 freeway and the great market areas and facilities of Beaverton, Tigard, and the area west of the freeway, came to the conclusion that a new highway is needed," the letter continues.

Citing opposition to the road the letter points out a few environmentalists are against the project, trying to enlist public support to cause the state and county to abandon plans to build a highway. The letter continues, "They say that the new highway will be bad for Lake Oswego by creating more traffic, and that this is the first leg of a freeway through Lake Oswego."

The letter states these charges are not true. It says, "This new highway is not the first leg of a freeway. It will be good for the people of Lake Oswego just as the widening of Country Club Road was in 1959. It will give the people of Lake Oswego better access to the west, and it will not create any new traffic. It will alleviate the congestion now existing on this narrow poorly constructed Bonita Road. It will be similar in construction to the new four-lane portion of Boones Ferry Road."

Goecks urges people to write or call the city council, Clackamas County Commissioners and State of Oregon Highway Department in Salem supporting the construction of the road immediately. An impact statement necessary before actual construction can start is expected to come from the state this month, he said.

"I can't understand the excitement from the opposition," Goecks told the Review. "This new road will do little, actually no harm," he continued.

"The zoning issue coupled with the road by the opposing group is really a separate thing," Goecks asserted. "It shouldn't be dealt with at the same time."

Goecks indicated there really is a serious problem on Bonita Road. He said in the last two weeks there have been three accidents that could have been serious, with extensive damage to cars.

"We really need that improved access," Goecks said as he urged all those interested to write officials in the coming week.

Salem Oregon Statesman----------4-9

Rail Transit Idea's Time Has Come

By TOM WICKER
(C) New York Times News Service

NEW YORK — New or renewed rail transit is an idea whose time has come, despite the highway lobby's propaganda. Here are a few facts to support that proposition:

Wicker

The new Lindenwold line from Philadelphia to the south New Jersey suburbs began service in 1969 and now carries 42,000 riders daily, 40 per cent of whom are former automobile commuters. San Francisco and its sister cities have just opened the Bay Area Rapid Transit system; Washington is digging a new subway, and so is Atlanta; Miami has voted the funds to build an elevated system that by 1979 will carry 400,000 passengers daily in fully automated trains over 58.7 miles of track, including the full length of Miami Beach.

Boston has stopped urban superhighway construction and is shifting its efforts to various forms of mass transit. In New York City, ground has been broken for a new Second Avenue subway; Baltimore and Buffalo have new transit systems in the planning stages.

WHILE TOTAL transit ridership in the United States has declined since World War II, the largest part of the decline — contrary to popular belief — was in bus and trolley, not rail mass transit ridership, and much of the rest is explained by ancient equipment and inadequate service. Rail lines are cheaper to build than superhighways, and can move 40,000 people an hour, compared with 2,500 an hour for each highway lane. Modern trains of any number of cars require no more than one crewman, as on the Lindenwold line; but every bus must have a driver, pushing labor costs much higher.

Electrified rail transit cuts pollution; when the Chicago Transit Authority updated its Skokie line, the result was a reduction of 2,000 auto trips per day and a 13 per cent drop in hydrocarbons in the air along the route. And rail transit does not require all that space for eight or 16 lanes of concrete, huge cloverleafs, and acres of downtown parking. Above all, rail transit can bring communities full cycle to the solution of a problem described as follows by Gov. Francis Sargent of Massachusetts:

"**WE FOUND** that we had defeated our own purpose, and that we have been caught in a vicious cycle. More cars meant more highways, which meant more traffic jams, more traffic jams meant the need for more highways, which meant more traffic jams — and the need for super highways. The result today? Miles and miles of bumper-to-bumper traffic, creeping along hopelessly crowded highways. The side effect? Billions of dollars spent, more and more cities torn apart, more and more families uprooted and displaced. Worst of all — failure to solve the problem that started it all: how best to get from one place to another."

All of this (most of the foregoing facts are from Railway Age) is why nothing in the murky world of public affairs seems clearer than that at least part of the massive Highway Trust Fund ought to be made available to communities that prefer new or renewed rail transit to more superhighways. The Senate voted to do so last year, and has done so again in 1973. The Nixon administration favors the proposition.

THE NEED IS apparent from the facts that general revenue support for mass transit cannot be expected to reach more than $1 billion a year, while the Department of Transportation estimates that the cost of a minimally acceptable urban mass transit system would be $28 to $34 billion by 1980.

Yet, when the House debates the matter later this month, it may well reject the idea; last year, it did not even vote on it. That is primarily because the highway lobby has pictured this limited step as the beginning of the end for highway construction and has succeeded in rallying representatives of rural states and areas against it. The truth is that the mass transit amendment would only permit cities, if they chose, to use their shares — about $850 million a year — of the $18 billion trust fund appropriation for rail or bus transit rather than for urban highway construction.

TO THE LOBBY'S other argument that the automobile driver finances the highway fund (through his gasoline taxes), the quotation from Governor Sargent provides the answer: the auto driver also creates the need for mass transit.

Speaker Carl Albert may hold the key to the situation. Last year, he effectively sided with the highway lobby and the mass transit amendment was ruled not germane to the highway appropriation. But in this session, reforms have increased Albert's potential strength, and personnel changes have given him more power over the vital rules committee than any speaker has had in years. His support could not only clear away parliamentary difficulties but help the mass transit forces pick up the votes they need on the House floor. With that stroke, the speaker could gain new standing among the urban members who have been the least impressed with his leadership.

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Kent Truck and Diesel , Island City and Terry Logging Company, Elgin, have become active in the training of mechanics in a program ram-rodded by the Northwest Agricultural Cooperative Association (NACA), Ontario.

John Rhodes, field representative for the Apprenticeship Division of the state Bureau of Labor, said the program has shown "foresight and interest in leading the way for apprenticeship in the heavy duty truck and diesel equipment industry for Eastern Oregon."

From the NACA shops came the nucleus of a committee, and the development of standards for the trade.

In La Grande, A.R. Dean Kent sits on the committee and is active in the program. Operating Kent Truck and Diesel, he has two men in the program, Gene Hartley, in his sixth period of a four-year program and Thomas Williams, in his third period.

Clifford Terry and his son Paul, who run Terry Logging Company, say it is impossible to hire a mechanic in this type of operation who can handle the heavy welding jobs necessary, and also have the ability to understand and repair diesel engines and equipment. They look toward training as the only solution.

Largest contributor to the apprenticeship program is Carl Goldsby of the state Highway Division in La Grande. His truck and diesel department is probably the largest operation of its sort in Eastern Oregon. It is not uncommon to count as many as eight or ten apprentices in training . Most such apprentices begin their careers in the armed forces.

Robert Goss of Blue Mountain Community College "cooperates 100 per cent" with the employers and apprentices in furnishing the latest materials possible for their training, Rhodes said. Classes are held there Wednesday evenings and are open to anyone registered as an apprentice or journeyman wanting to upgrade his abilities.

Some employers cooperate by furnishing transportation to and from the classes.

The State Vocational Department and the community colleges set up courses of related training by administrative rule. Statewide needs are determined through feedback from industry and labor. Due to technological processes, there is constant change in the program. To keep up with modern practices seems to be a never-ending function of the department, Rhodes said.

Chairman of the committee is Del Prest, shop foreman for NACA. Secretary is Clifford Reed of Teamsters Local 670, Ontario.

Oregon highway bids total $1,432,193

SALEM.— Contractors submitted bids totaling $1,432,193 on seven projects to Oregon State Highway Commission for constructing projects throughout the state. Bids were received at the State Highway Bldg.

Clackamas County: Holst Const. Co., Oakridge, Ore., $111,921 for 0.13-mile of grading, paving, and a structure on the Clear Creek Bridge Section of the Woodburn-Estacada Highway approximately six miles south of Estacada. Plans call for the widening of the existing structure and readjustment of the approaches. The two 12-ft. lanes will be paved with asphalt concrete, with 4-ft. paved shoulders. Completion time is 200 days. This is a re-bid project.

Deschutes County: Olson Electric Co., Inc., Vancouver, Wash., $9169 for traffic signals at the intersection of Franklin Avenue and Wall Street on the Century Drive Highway in Bend. Plans call for revision of the existing traffic signals and luminaires. Completion time is 150 days.

Douglas County: Roseburg Paving, Inc., Roseburg, $21,329 for rock production on the Drain Section of the Drain-Yoncalla Highway. Plans call for furnishing of sanding material in stockpile. Completion date is Nov. 30, 1973.

Douglas County: 0.08 mile of grading and paving on N. E. First Avenue in Sutherlin—no bids.

Hood River County: FAS Route 349 paving at Hood River, withdrawn.

Lake County: Klamath Paving Co., Inc., Klamath Falls, $438,692 for 13.5 miles of asphalt concrete overlay of existing pavement on the Narrows-Valley Falls Section of the Fremont Highway, about 20 miles north of Lakeview. Completion time is 125 workdays.

Lincoln County: Road and Driveway Co., Newport, Ore., $19,337 for grading and paving on the Oregon Coast Highway-Naterlin Drive Section in the City of Newport, located at the northwest end of the Yaquina Bay Bridge. Plans for the 0.09-mile project call for improvement to the access of Naterlin Drive and Yaquina Bay State Park for northbound traffic. Completion time is 45 workdays.

Malheur County: L. W. Vail Co., Inc., Pasco, Wash., $516,780 for 13.3 miles of asphalt concrete overlay of existing pavement on the Idaho Line-Sheaville Section of the I. O. N. Highway, about seven miles north of Jordan Valley. Completion time is 125 workdays.

Tillamook County: J. C. Compton Co., McMinnville, Ore., $256,465 for 5.3 miles of asphalt concrete pavement overlay on the Nedonna Beach Road-Barview Section of the Oregon Coast Highway, located about one mile north of Garibaldi. Plans call for the overlay on two 12-ft. lanes with 4 ft. shoulders. Completion time is 115 workdays.

Umatilla County: Vern Vail Const., The Dalles Ore., $58,500 for rock production at Meacham on the Old Oregon Trail Highway, located about 30 miles east of Pendleton. Plans call for 10,000 cu. yds. of material in stockpile. Completion date is due Aug. 31, 1973.

Oregon Journal
Portland---------4-13

Mass Transit Funds Topic

The pros and cons of diverting highway trust funds for mass transit will be discussed at the seventh annual Pacific Northwest Regional Economic Conference at Portland State University April 27-28.

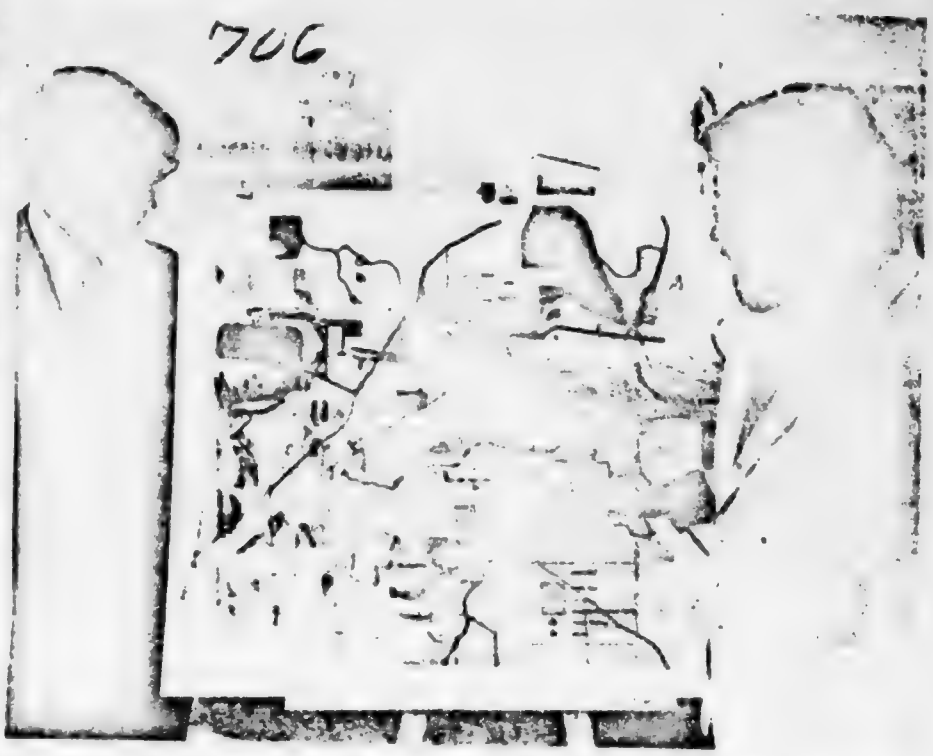
The session is scheduled for Saturday morning. It will be chaired by Dr. John R. Meyer of Yale, president of the National Bureau of Economic Research.

Mt. Hood Freeway will be the subject of an areawide public meeting, sponsored by the Southeast Uplift Advisory Board in conjunction with personnel of the Oregon State Highway Department, at 7:30 p.m. on Monday, April 30, in the Richmond School cafetorium, 2276 SE 41st Ave.

... various alternatives in transportation modes taped at an earlier meeting, will be shown. Alternatives range from a "do-nothing" to a highgrade transit facility; fourlane freeway and eightlane freeway.

The public is invited to attend.

Lake Oswego Review----------4-19-7



MATT FINNIGAN, right, president of Lake Oswego Citizens Group, Inc., points out to Charles Ruttan, chairman, the proposed four-lane expressway connecting the Beaverton-Tigard interchange to Boones Ferry Road. Highways: their effect on land use, and mass transportation alternatives to more highways, will be the subjects of discussion at a "Town Meeting" on transportation Wednesday, April 25, 7:30 p.m. at Lake Oswego Junior High School. Review Photo 250s

Bonita Residents Oppose High Density Designation

Concern over the effect of transportation choices on the development of Lake Oswego has prompted the Lake Oswego Citizens Group, Inc to plan a "Town Meeting" on transportation. The effect of new highways on land use and the environment will be explored at the upcoming event along with mass transportation alternatives to more highways.

The meeting will be held at 7:30 p.m. on Wednesday, April 25, at the Lake Oswego Junior High School.

The panel of experts featured on the program include Steve McCarthy, board member of Tri-Met and Executive Director of OSPIRG, Howard McKee, Project Director of the I-80N Environmental Studies, and George Ramjoue', Project Manager in the Environmental Unit of the State Highway Department. McCarthy will speak on mass transportation as a viable alternative to more highways in this area. McKee will follow with some comments on the impact of highway construction on land use. Ramjoue' will then explain how an environmental statement fits into highway planning.

In conclusion, Matt Finnigan of the Lake Oswego Citizens Group will present some citizen concerns regarding the proposed four-lane expressway connecting the Beaverton-Tigard Interchange on I-5 to Boones Ferry Road. Charles Ruttan will be the moderator for the evening.

Local citizens will be provided an opportunity to express their views on future transportation development in Lake Oswego as well as make' input into how this area's Tri-Met service could be improved regarding schedules, routes, park and ride station possibilities and so forth. Both written and oral comments will be welcomed.

APRIL 9, 1973

Daily Courier, Grants Pass ---------- 3-15

3rd Bridge May Be Decade Away

By RUTH RAUSCH
City Government Reporter

A third river crossing which now has been "in the hopper" for nigh on to 10 years, probably will remain there for another 8 to 10 years, says a trio of state highway engineers who were her Wednesday in response to numerous urgings from local governments and organizations.

Don Harwell, who carried the ball for the highway delegation, did hold out one glimmer of hope . . . the lengthy timetable could be cut by two or three years if local interests are in harmony and can work together on the project.

"We look for unity at the local levels. The state simply backs off in the face of constant wrangling. A unified front also has an impact on the federal government when we seek approval and funding.

It also speeds up the environmental study," he said, adding that local "wrangling" has held up several bridge projects elsewhere in the state.

Mark Bovie who echoed Harwell's call for "unity of purpose," added that in making local plans, it was very important to consider if the bridge is sought to alleviate local traffic or the through traffic.

"These are very important details. Whatever you people want, be sure you consider which would have the greatest impact in correcting the safety and traffic hazards . . . local or through traffic?"

Hawell noted the highway department is looking to September for completion of its study for a third bridge, then, he added, corredor hearings could be scheduled by next spring.

In the meantime, the engineers recommended that meetings be held at the local level during the next six months to strive for unification, and feed information to the department regarding shifts in population growth, traffic problems, and suggested locations for a third bridge.

"We look for a good deal in in-put which will help us during this study phase. The background information also will save time with the environmental study."

The engineer agreed that an endorsement of the project by the Council of Government would carry considerable weight, since COG is the "big push now."

Two locations have been proposed as a result of traffic surveys and major street studies made since 1960, and a third choice has been suggested by some local interests.

The first two, referred to by the highway department as the "Mill Street" and "Agness" crossings are:

"Mill Street" takes off from the south interchange, follows the old railroad right-of-way and connects with the E-F Street couplet at Mill Street.

"Agness" takes of a few miles to the east from Rogue River Highway and connects with the E-F Street couplet at Agness Avenue.

The third location suggested locally would cross the river at Schroeder Lane west of Grants Pass.

Review, Lake Oswego ---------- 3-8

Expressway Discussed

Mr. John Platt
0615 S.W. Palatine Hill Road
C/C Lake Oswego Review

Editor, Review

In October of 1972, a group of Lake Oswego citizens gathered to discuss the effect of proposed FAS 943, an expressway that would be an extension of Highway 217, which is also known at the South Tigard Expressway. Initially, the citizens were concerned with whether or not FAS 943 would be the initial step in a proposed expressway that would link Milwaukie with Tigard. The route on existing maps for this proposed expressway runs through the northwest portion of Oswego and connects to a bridge that would cross the Willamette River beginning approximately at State and C Streets in Lake Oswego. While this remains a concern of the citizens, investigation and research in the matter has raised some additional doubts about the road; whether the design and corridor locations are proper under the circumstances.

In an effort to obtain assistance in the investigation of this matter, the City Council of Lake Oswego was approached, both formally and informally, with the request that public hearings be held and that a citizens advisory committee be appointed so that a detailed study of the impact of FAS 943 on the Lake Oswego community could be made. A petition with approximately 800 names was submitted to the City Council of Lake Oswego in support of the foregoing. This request was also publicly supported by Tri-County New Politics and the Lake Oswego League of Women Voters. Presently, there are motions pending before the Council on both of these matters, such motions having been presented on or about December 20, 1972. We recently were informed that no action will be taken until the State Highway Department environmental impact statement is completed.

This letter is being written in the hope that additional citizens and citizen groups will become involved in analyzing the need for this road. It is also hoped that if sufficient public pressure is brought to bear, both the City of Lake Oswego and the Clackamas County Commissioners will take action prior to the completion of the environmental impact statement. In a recent article in "Environment," Volume 14, No 9, entitled, "Surveying Highway Impact" by James B. Sullivan and Paul A. Montgomery, it has been stated that:

"Citizens, whether as individuals or in groups, usually cannot do a complete and detailed assessment of the environmental impact of a new highway; that is rightly the role of government. What citizens can and have done in many cities, is to make certain that those responsible for this assessment actually carry it out in adequate detail. Hopefully, public action of this sort will induce transportation planners to develop the commitment necessary to supply realistic environmental analysis. Our present assessment techniques are hardly worthy of this country's technical sophistication."

In conversations with Mr Potter and Mr. Ramjoue, the project coordinator and project manager for FAS 943's environmental impact statement, our group has been requested to supply input into the environmental impact statement which is in the drafting stage at this time. Due to lack of expertise in the various technical fields involved, the best that we can do is raise questions with the hope that the State and County officials will investigate and supply realistic answers. As stated above we have attempted to raise questions through the Lake Oswego Council. They apparently do not believe FAS 943 should be independently analyzed by the citizens of Lake Oswego for we have received no support from them.

Some basic questions are whether the road as designed is going to service the populace that actually needs access to I-5 (crude surveys indicate that the Lake Grove area of Lake Oswego is expanding and needs facilities to reach I-5 and not the populace located downtown and in southeast Lake Oswego); the projected traffic flows require an abovegrade expressway capable of handling traffic up to 70 m.p.h. along this 1.4 mile stretch; whether a contour road could supply an adequate transportation facility; whether the interchanges at I-5 and Boones Ferry met Federal Safety Standards; whether any feasible alternatives exist.

Several questions about mass transit and Lake Oswego's position in the overall mass transit plan have been raised. We have been criticized for not having done anything in this area. Our records indicate that in November, 1972, a letter was written to the City Planner of Lake Oswego and to Tri-Met concerning mass transit. The answer received indicated that mass transit is not being considered for this area -- interesting government reaction in light of the gas rations proposed and House Bills 2169, 2170, 2171 and 2172.

As stated above, our research indicates that the only way we can hope to get any action in this matter is to obtain the help of a large number of citizens and by doing so, create sufficient pressure upon the government agencies in this area to force them to publicly analyze what is being proposed. A project costing over a million dollars is not something to be taken lightly, particularly when the need for the road has not been clearly established

Very truly yours,
Charles D. Ruttan, Pres.
Lake Oswego Citizens Group

Oregon Journal, Portland ----------

Other Editors Di

Unresolved

Deciding where to locate Interstate Highway 82 in this state is made easy for the Oregon Highway Commission by citizens most directly affected by the routing. They are almost unanimous in wanting the highway to enter the state of Oregon via the bridge that crosses the Columbia River at Umatilla or within the immediate vicinity of that bridge.

The Washington Highway Commission faces something different. The Yakima Herald-Republic and the Tri-City Herald point up the dilemma facing that commission. The Tri-City Herald wants the highway to be routed from Prosser through the Tri-Cities and thence to the Port of Walla Walla.

The Herald-Republic has said: "Tri-Cities supporters of a great circle route directly through there and far to the east through Wallula show a frightful misconception of I-82's declared purpose. Those same Tri-Cities supporters will kill southern extension if they

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Portland ---------- 4-3

February 23, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Cusack:

FAS 943, South Tigard Interchange-
SW Boones Ferry Road
10-35.1/INQ-251 XRef: I-5-5(-)

Your letter of December 29, 1972 requested information regarding the traffic assignments on the subject proposal and the land use projections used to develop these traffic assignments.

Attached is a map showing 1990 traffic volumes at the interchange of FAS 943 with the I-5 freeway. The assignment is based on a modified G-5 Future Test System loading which was basically the P-VMATS Plan without the Lake Oswego Bypass. The 1990 ADT assigned to FAS 943 is 27,000 vehicles per day. This compares to a 1972 volume of 3,200 vehicles per day on Bonita Road, the present east-west route connecting Lake Grove with the I-5 freeway and Washington County.

The 1990 traffic assignment to this facility is based on the diversion of traffic from existing facilities, and on the anticipated growth in the Lake Grove and Lake Oswego areas as indicated in the Wilbur Smith report of 1968. For example, the Lake Grove area (P-VMATS zone 219) shows projections in population, dwelling units and employment to be:

	1960	1990
Population	2,589	18,828
Dwelling Units	727	5,739
Employment	275	745

This information, however, does not reflect the same growth as shown in the recently developed Clackamas County Land Use

Plan. The county plan shows a 1990 population of 25,000 in the Lake Grove area and envisions more commercial acreage and less industrial acreage than shown in the Wilbur Smith data.

Additional 1990 traffic that would be generated with the Clackamas County Plan would be 3,500 to 4,000 daily trips on FAS 943.

Concern has been expressed by Washington County and others about the adequacy of the existing South Tigard Interchange. They are concerned about the interchange design and its ability to handle the increase in traffic generated by the FAS 943 facility.

The Highway Division has studied the existing interchange assuming FAS 943 in existence. The study indicated that deficiencies would exist at both ramp terminals on FAS 943. The study examined various improvements that could be made to make the interchange operate at a tolerable level of service. The following are the minimum improvements required to reach this level of service.

1. Signalize both ramp intersections with FAS 943.

2. Restripe the existing structure to provide one additional lane for westbound traffic and left-turn refuges as shown on the attached map.

3. Widen the southbound off-ramp to allow left turns to be made from two lanes (see attached map).

A more elaborate revision of the interchange would be difficult. Additional right-of-way would be needed to make any major changes, and more right-of-way would be difficult to acquire. This is especially true in the northwest and southwest quadrants of the interchange.

Attached are documentation showing signal justification and a capacity analysis for the interchange.

If additional information is desired, a meeting between our agencies should be arranged.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Attachments
bc F. B. Klaboe
A. E. Johnson
R. E. Royer

MBB:ap: ajw

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: December 29, 1972

FROM : G. L. Green, Division Engineer
Salem, Oregon

In reply refer to:
10-35.1/INQ-251
XRef: I-5-5(-)

SUBJECT: Oregon Project SU-592(1)
S. Tigard Interchange - SW. Boones Ferry Road Section
Visit by Mr. Gordon Martin, 12265 SW. 72nd Ave, Tigard OR 97223

On December 13 Mr. Martin visited our office concerning the subject project. I am enclosing a copy of my memorandum to the file concerning the meeting, and also a copy of my December 21 letter to Mr. Martin.

As you will observe from this exchange of correspondence, we informed Mr. Martin that our responsibility in connection with this project covered the review and approval of the Environmental Impact Statement for the Secondary route and review and concurrence in the interchange design to handle the connection of this Secondary road into the Interstate 5 interchange.

In our discussion, Mr. Martin expressed considerable concern about the land use development which will occur due to the construction of this facility. This concern is reinforced by the Clackamas County Land Use Plan which has been published. We would appreciate your comments concerning the traffic assignments for this route - especially that expected to utilize the Interstate interchange. We would also like to have your comments concerning the basic land use projections on which the traffic assignments are based.

Prior to our approval of a program for construction of FAS 943 we will need to review the plan for the I-5 interchange and your capacity analysis for the interchange.

We would like to discuss the above matters with you at your convenience.

Enclosures
Memo to File, 12-21-72
Ltr to Mr G Martin, 12-21-72

Green:nig

NOTED
R. E. ROYER

NOTED
JAN 9 19
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TATION
N

72

December 21, 1972

IN REPLY REFER TO 10-35.1/INQ-251

Mr. Gordon R. Martin
12265 SW. 72nd Avenue
Portland OR 97223

Dear Mr. Martin:

During our meeting on December 13 you requested further clarification concerning responsibility for ensuring that the South Tigard Interchange will operate in a safe and efficient manner if FAS 943 is connected to it.

As we stated at the meeting, the State Highway Division has basic responsibility for the operation of the Interstate Highway System, and the Federal Highway Administration would look to the State Highway Division for assurance that any additional traffic which is assigned to an interchange could be adequately handled - either by the existing interchange or with suitable modifications.

The above statement does not speak for the issue of funding, as we believe that this is a matter for the State to determine in carrying out their responsibilities.

Sincerely yours,

G. L. Green
Division Engineer

Form FHWA-124 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : File

DATE: December 21, 1972

FROM : G. L. Green, Division Engineer

In reply refer to:
10-35.1/INQ-251
XRef: I-5-5(-)

SUBJECT: Oregon Project SU-592(1)
S. Tigard Interchange - SW. Boones Ferry Road Section
Visit by Mr. Gordon Martin, 12265 SW. 72nd Ave, Tigard OR 97223

A meeting was held in this office on December 13 to discuss the proposed Secondary project on FAS Route 943 and its connection to the South Tigard Interchange. Present were the following:

Mr. Gordon R. Martin
Mr. Robert C. Lucas, Atty for Mr. Martin
Mr. Ralph Cardinal, Employee of Mr. Martin

Oregon Division

G. L. Green, Div Engr
V. V. Cusack, Engr Coord
E. J. Valach, Dist Engr
W. N. Bryant, Area Engr

We had had several previous contacts with Mr. Martin concerning this project and its effect on the South Tigard Interchange. Mr. Martin believes that due to anticipated development which will occur following construction of this project, the Interstate interchange will be unsafe and will be unable to handle the traffic.

Mr. Martin cited his personal knowledge of the area and the published Clackamas County Land Use Plan as a basis for his concerns. We informed Mr. Martin as to our normal responsibilities on Secondary projects, one of which is to approve the Environmental Impact Statement. We informed him that this Impact Statement should include a discussion of anticipated changes in land use.

We also informed Mr. Martin that this office would be responsible for ensuring that if this route is connected into the South Tigard

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Interchange it can be done in a safe manner, and also that the interchange will have adequate capacity to handle the assigned traffic. Mr. Martin was very adamant in his feeling that adequate attention had not been given to the effect of this highway on the area and the interchange.

We assured Mr. Martin that we would give full consideration to the information provided to us by him in carrying out our responsibility for this project.

Following the meeting with Mr. Martin we agreed we should clarify with the State the basis for the traffic assignment to this route to ensure that anticipated changes in land use have been taken into account. We also agreed that after we were satisfied traffic assignments were OK, it would be necessary for us to review the State's capacity analysis of this interchange, to ensure that from a safety and operations standpoint the interchange would be adequate.

Green:nig

FORM 6-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 4, 1972

To:

Frank Hall
Design Engineer

B U I L D I N G

Attention: A. D. Olson

SUBJECT:

Signal Justification
South Tigard Interchange

In accordance with your request, we have made a re-evaluation of the justification for signals at the ramp terminal intersections of the subject interchange based upon existing traffic volume conditions.

The traffic volumes through the east intersection at Bangy Road do not warrant a signal installation. A signal may become necessary only after the completion of the Bonita Expressway, proposed by Clackamas County, to connect Boones Ferry Road to the South Tigard Interchange.

The west ramp terminal intersection barely meets the minimum warrant for signalization. The traffic on the southbound off-ramp from I-5 must stop and wait for a safe clearance before negotiating a left turn (N-E). The 1971 volume for this left turn is 1,300 ADT. This creates a hazardous condition due to the conflict with the through movement (6,500 ADT) from east-to-west. Although this intersection could marginally qualify for signalization, previous experience on signalizing similar high type design facilities have shown a high potential for rear-end accidents.

We recommend that signals be deferred at this time and that upon Clackamas County's completion of the Bonita Expressway, a study be made as to warrant and advisability of installing signals.

The improvement to the South Tigard Interchange which provides the best solution is the construction of a loop ramp in the southwest quadrant of the interchange. This allows the north-to-east movement to utilize the loop ramp (eliminating the left turn). The construction of the loop ramp will provide additional deferment of signal installation and maintain a higher type design which is desirable for the projected traffic volumes anticipated.

[illegible]
[illegible]
January 4, 1971

[illegible]

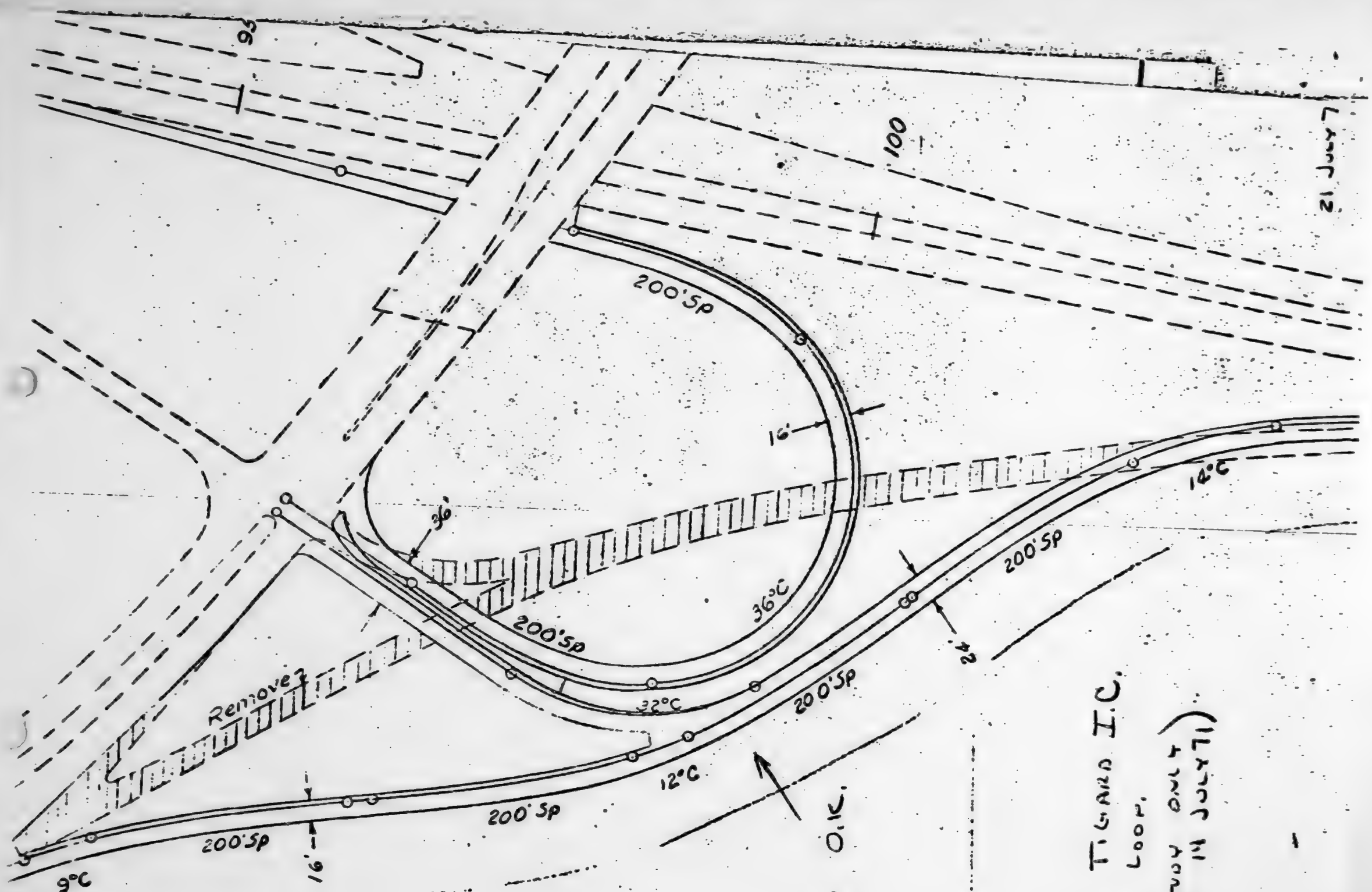
I have on my desk a letter from Mr. [illegible] of the Department of Justice, and memorandum on the same subject.

I have on my desk a letter from Mr. [illegible] of the Department of Justice, and memorandum on the same subject.

I have on my desk a letter from Mr. [illegible] of the Department of Justice, and memorandum on the same subject.

Robert S. Byrd
Majority Secretary

[illegible]
cc: L. B. George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PORTION
SHOWN
O.N.
SOUTH TIGARD I.C.
N.T.S.
E. LOOP.
(FOR STUDY ONLY
DATED 14 JULY 71)

TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project BONITA THRUWAY — ALT #1 — Date: 7 JUN 71

D.H. Year 1990 — FTS G-5, G-X

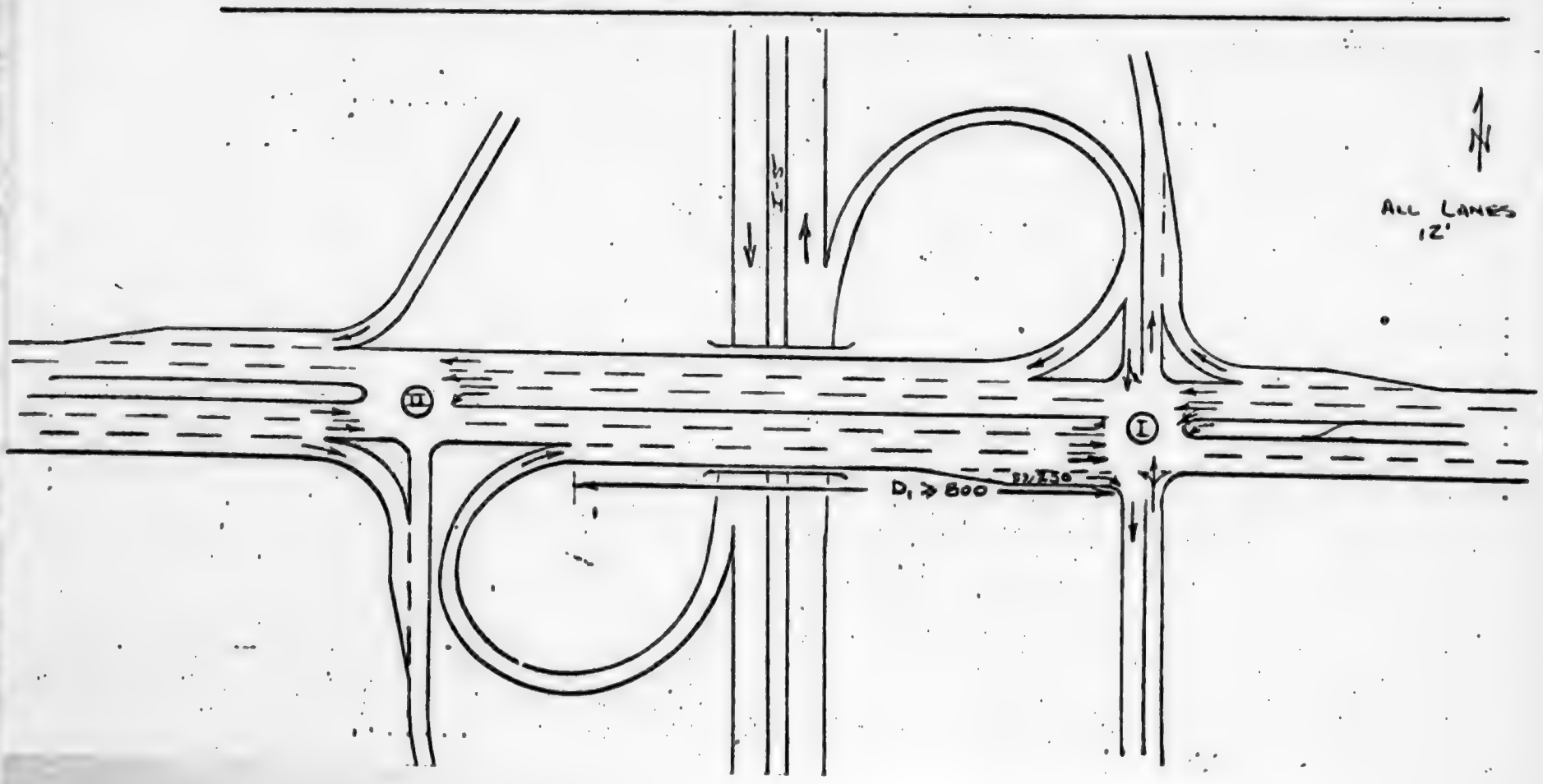
INTERSECTION I-5 & BEAVERTON TIGARD RUN (EAST RAMPS) (I)

Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N				1-12		
E		AM —	—	2-24	AM .73	B
S		PM —	—	1-12	PM .80	C-
W				4-48		

INTERSECTION WEST RAMPS (II)

Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N				1-12		
E		AM —	—	3-36	AM .78	B✓
S		PM —	—	—	PM .68	B
W				2-24		

Remarks D₁ ≥ 800' = 500' STORAGE + 300' WEAVE (MINIMUM).
ALLOWS BEST LEVEL OF SERVICE AT INTERSECTION (I)
BUT CREATES WEAVE IN EASTBOUND DIRECTION



TRANSPORTATION STUDIES

INTERSECTION ANALYSIS SUMMARY

ALT # 2

Project BONITA FREEWAY

Date: 10 JUN 71

D.H. Year 1990

FTS G-5, G-X

INTERSECTION I-5 & BEAVERTON TIGARD FWY (EAST RAMPS) (I)

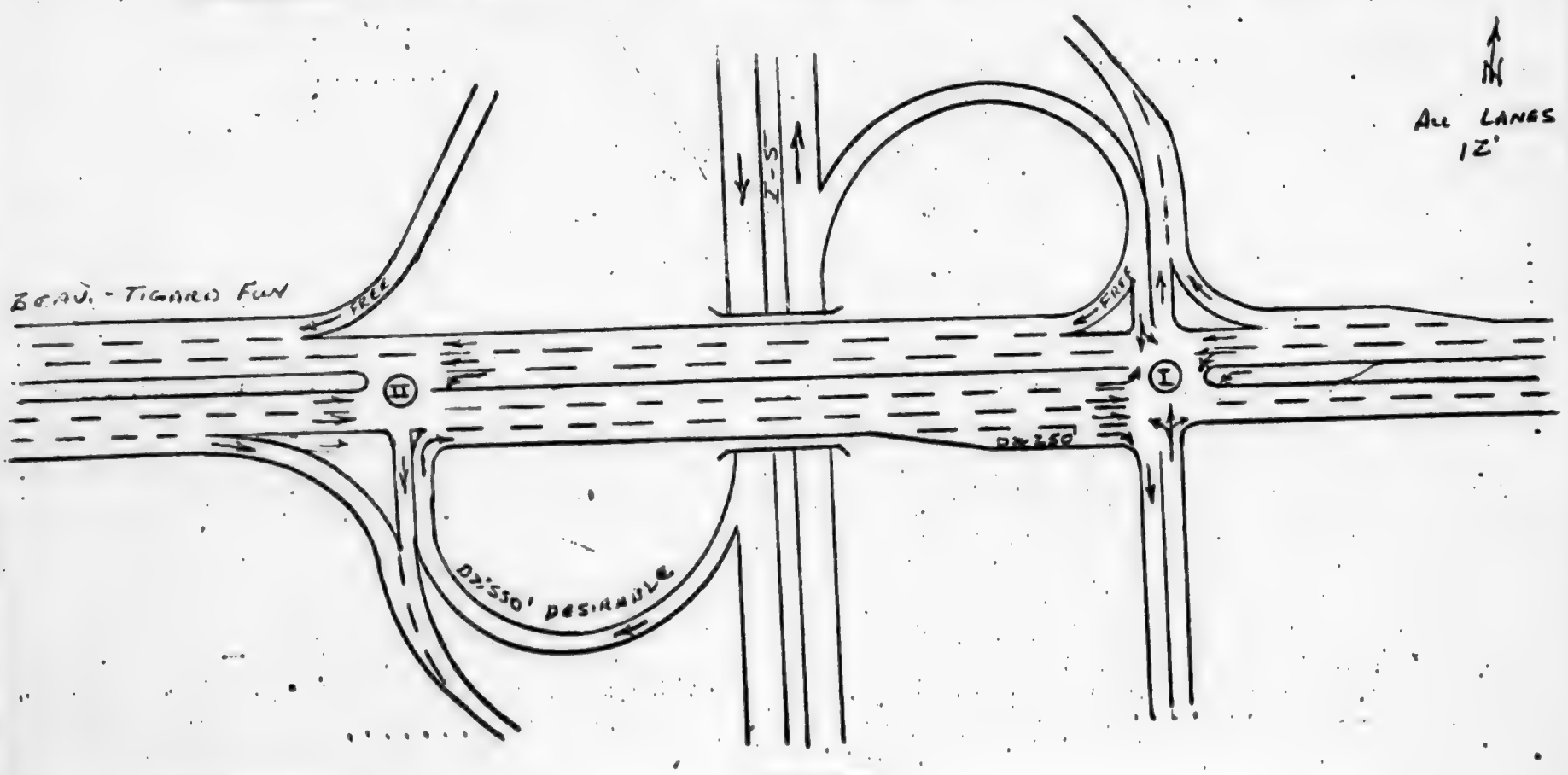
Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N				1-12		
E		AM —	—	2-24	AM .73	B
S		PM —	—	1-12	PM .80	C
W				4-48		

INTERSECTION WEST RAMPS (II)

Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N				1-12		
E		AM —	—	3-36	AM —	B
S		PM —	—	1-12	PM —	B
W				2-24		

Remarks Increases weave distance ON STRUCTURE AND ALLOWS WESTBOUND MOVES AT INTERSECTION (II) FREE FLOWING.

Service Level "B" if loop (N-E) channelized for free flow



TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project BONITA THRUWAY — ALT #3 — Date: 7 JUN 71

D.H. Year 1990 — FTS G-5, G-X

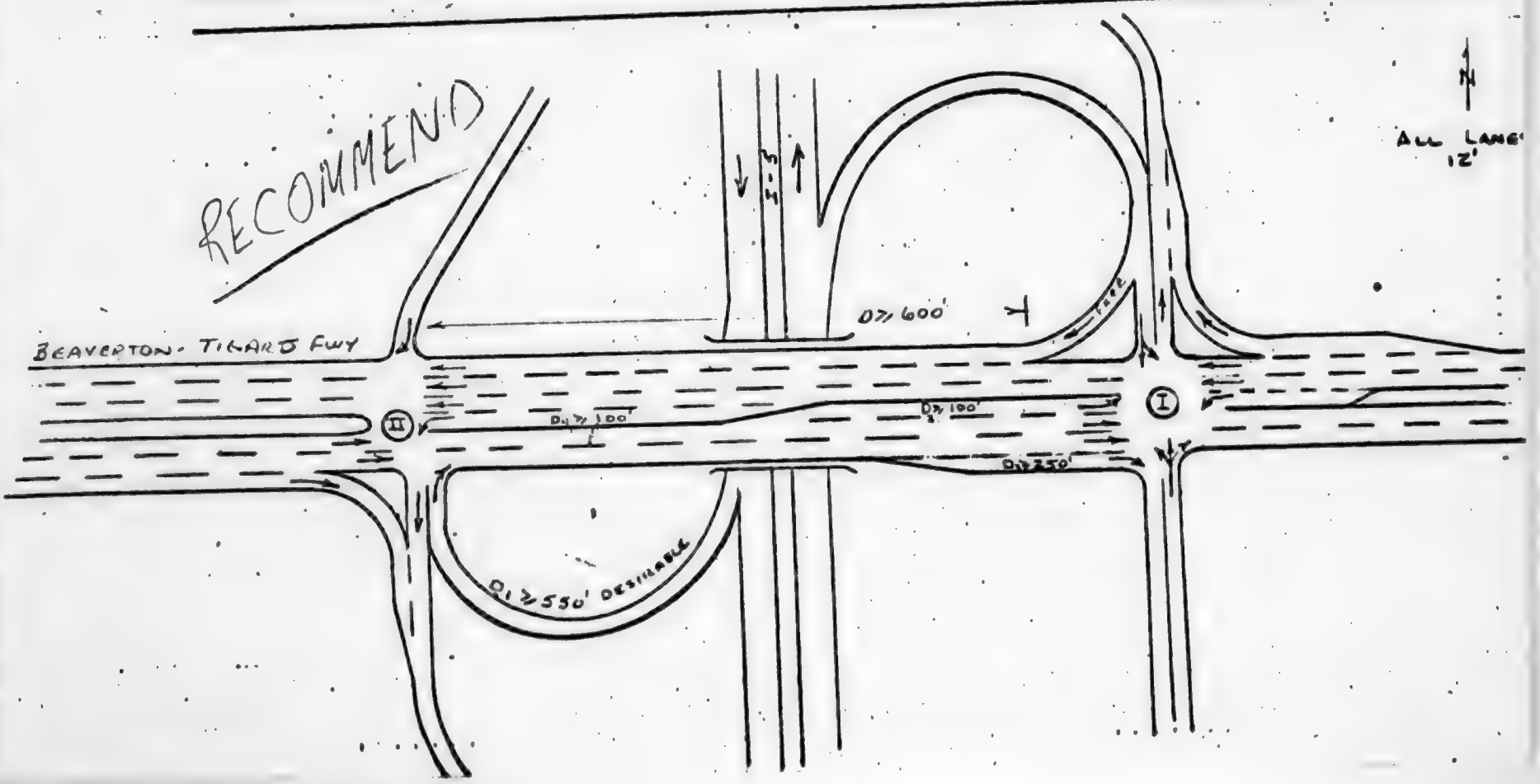
INTERSECTION I-5 & BENVERTON TIGARD FWY (EAST RAMPS) (I)

Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N				1-12		
E		AM —	—	2-24	AM .73	B
S		PM —	—	1-12	PM .80	C
W				4-48		

INTERSECTION WEST RAMPS (II)

Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N				1-12		
E		AM —	—	3-36	AM .80	C
S		PM —	—	1-12	PM .89	C
W				2-24		

Remarks (II) · ELIMINATES EASTBOUND WEAVE ON STRUCTURE



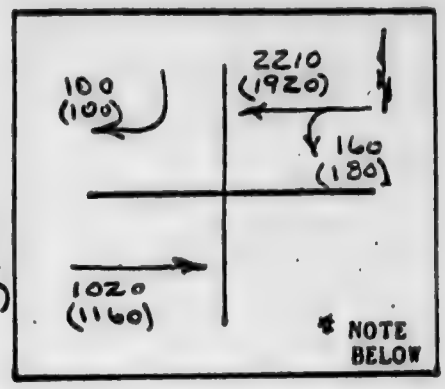
OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

7 JUN , 19 71

PROJECT BONITA THRUWAY

INTERSECTION I-5, BEAVERTON-TIGARD FWY (WEST RAMPS)

CITY PORTLAND



1990 DHV
AM XXX
PM (XXX)

BASIC CONDITIONS:

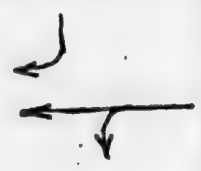
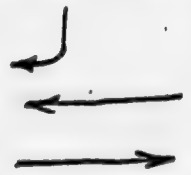
METRO POPULATION 1 MILL PHF

AREA: (RESID) CBD RURAL FRINGE OBD (Circle One)

ALT #1

C= SIGNAL CYCLE= SEC.

A/C = ___/___* ___

PHASE 1	AMBER	PHASE 2	AMBER	PHASE	AMBER	PHASE	AMBER
				TOTAL G/C .78 (.68) S/L = "B"			
G/C= .15 (.17) G= SEC.	SEC.	G/C= .63 (.51) G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH N T= 3 % R= / % L= / % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1&2	N-W		FREE	(ACCEL.	LANE)				100	180	

APPROACH E T= 3 % R= / % L= / % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1&2	E-W	24	4	.78	.68				2210	1920	
1	E-S	12	180	.15	.17				160	180	

APPROACH W T= 3 % R= / % L= / % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	W-E	24	4	.37	.42				1020	1160	

APPROACH ___ T= % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
# Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

By BRH

Checked ___

ALT #1 INT.

OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

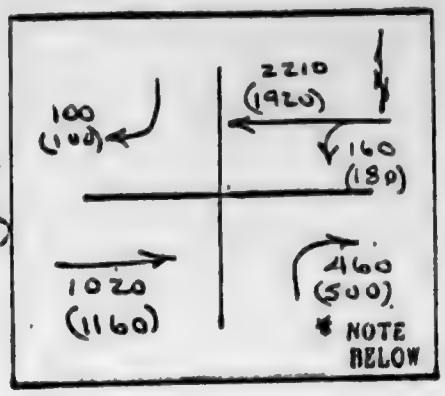
4 JUNE, 19 71

PROJECT BONITA THRUWAY

INTERSECTION I-5, BEAVERTON-TIGARD FWY (WEST FRONTS)

CITY PORTLAND

1990 DHV
AM ###
PM (###)



BASIC CONDITIONS:

METRO POPULATION 1 MILL PHF _____ ALT #2

AREA: (RESID.) CBD RURAL FRINGE OBD (Circle One)

C= SIGNAL CYCLE= SEC.

A/C = ___/___ * ___

PHASE 1		PHASE 2		PHASE		PHASE	
	AMBER	Free	AMBER	TOTAL G/C .80(.89) S/L = "C" SL = "B"	AMBER	rt turn loop ran free	AMBER
G/C= .37(.42) G= SEC.	SEC.	G/C= .43(.47) G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH N T= 3 % R= ~ % L= ~ % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED *	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1&2	N-W	12		.15	.15	FREE			100	100	

APPROACH E T= 3 % R= ~ % L= ~ % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED *	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1&2	E-W	24		.78	.68	FREE			2210	1920	
2	E-S	12	18B	.15	.17				160	180	

APPROACH S T= 3 % R= ~ % L= ~ % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED *	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	S-E	12	18B	.43	.47				460	500	

APPROACH W T= 3 % R= ~ % L= ~ % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED *	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1	W-E	24		.37	.42				1020	1160	

By BRH

Checked _____

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV's.
~ Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
# Turn Lane Lengths -- B_g, B_3; Trucks -- T_g, T_3; Widened Approach Lengths -- D_g, D_3, ETC.

ALT #2

ALT #2 (II)

OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

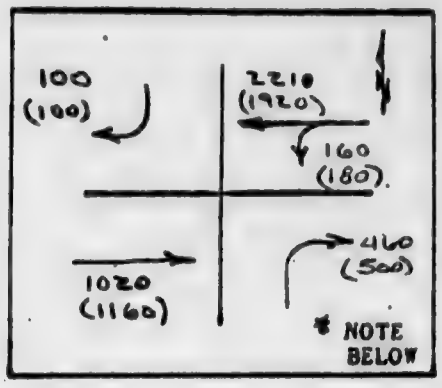
4 JUN , 19 71

PROJECT BONITA THRUWAY

INTERSECTION I-5, BEAVERTON TIGARD FWY (WEST RAMPS)

CITY PORTLAND

1990 DHV
AM ×××
PM(××××)
ALT #3



BASIC CONDITIONS:
METRO POPULATION 1 MILL PHF
AREA: RESID. CBD RURAL FRINGE OBD (Circle One)

C= SIGNAL CYCLE= SEC. A/C = ___/___ = ___

PHASE 1	AMBER	PHASE 2	AMBER	PHASE 3	AMBER	PHASE	AMBER
						TOTAL G/C .80(.89) S/L = "C"	
G/C=.15(.15) G= SEC.	SEC.	G/C=.28(.32) G= SEC.	SEC.	G/C=.37(.42) G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH N T= 3 % R= / % L= / % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1	N-W	12	18A	.15	.15				100	100	

APPROACH E T= 3 % R= / % L= / % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
	E-W	24	4	.78	.68				2210	1920	
1&2	E-S	12	18_B	.15	.17				160	180	
2&3	E-W	36	4	.58	.50						

APPROACH W T= 3 % R= / % L= / % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
3	W-E	24	4	.37	.42				1020	1160	

APPROACH S T= 3 % R= / % L= / % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1&2	S-E	12	18C	.43	.47				460	500	

* Designate Each Approach By Letter: 1-W or 2-Wil-or 2-Way!: Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
# Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

By BGH
Checked ___

ALT #3. INT # (E)

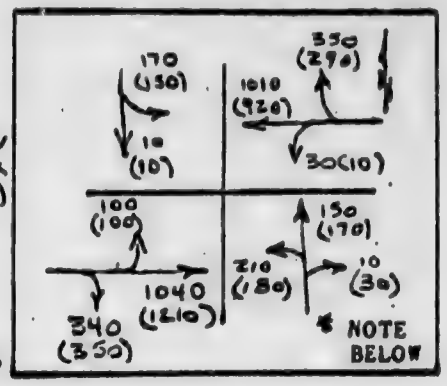
OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

7 JUN , 19 71

PROJECT BONITA TURNWAY

INTERSECTION I-5, BEAVERTON-TIGARD FWY (EAST RAMPS) 1990 DHV AM+PM(XX)

CITY PORTLAND

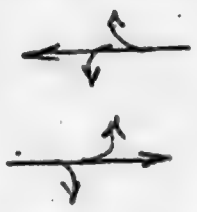


BASIC CONDITIONS:

METRO POPULATION 1 MILL PHF ____ ALT* 1,2,3

AREA: RESID. CBD 1' RURAL FRINGE OBD (Circle One)

C= SIGNAL CYCLE= SEC. A/C = ___/___* ___

PHASE 1	AMBER	PHASE	AMBER	PHASE	AMBER	PHASE	AMBER
				TOTAL G/C .73 (.80) S/L = "C" .73 (.79) w/ Rt turn lane on OX w/ Lt turn lane on Bergy Rd			
G/C= .35 (.37) G= .19 (.17) SEC.	SEC.	G/C= .38 (.43) G= .54 (.62) SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.

will re-see more work of Bucalo

APPROACH N T= 3 % R= / % L= / % BUS STOP ____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
	N-S	12	17A	.29	.29				10	10	
	N-E								170	150	

APPROACH S T= 3 % R= % L= % BUS STOP ____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
	S-E	12	4	.15	.15				10	30	
	S-N	12'	4	.35	.37				150	170	
	S-W	12	17	.19	.17				210	180	

APPROACH E T= 3 % R= / % L= 3 (1) % BUS STOP ____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
	E-N	12	17D	FREE					350	290	
	E-W	24	4	.38	.35				1010	920	
	E-S								30	10	

APPROACH W T= 3 % R= 23 (21) % L= / % BUS STOP ____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
	W-N	12	17B	O.K.					100	100	D ≥ 100'
	W-E,S	24	4	.54	.62				1380	1560	D ≥ 500'
	W-E	24		.38	.43				1040	1210	

* Designate Each Approach By Letter: 1-W or 2-Wil-or 2-Way!: Phg., N.P.(No Phg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
# Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

By BGH

Checked ____

ALT # 1, 2, 3

INT # (I)

Rd. No. 1 M.P. _____
City of _____
Streets _____
Rural _____ Urban _____

Salem, Oregon
July 1, 1970

D. J. Barbee
Design Engineer

Capacity Analysis - 1990 Traffic
I-5 Freeway
South Tigard Interchange

B U I L D I N G

Attention: A. D. Olson

The 1990 traffic assignment to the South Tigard Interchange is based on a new connection (Bonita Throughway) to SW Boones Ferry Road. The addition of a new four-lane facility at the east terminus of this interchange creates capacity deficiencies at both ramp terminals.

Under the existing design, the east ramp intersection would operate at Level of Service "D" (approaching unstable flow). In order to raise the Level of Service to "C", the following improvements are recommended (See attached sheets):

1. Provide a left-turn refuge (W-N movement).
2. Addition of a right-turn (W-S movement) for 250 feet.
3. Add turning lane on Bonita Rd.

The west ramp intersection under the existing design would operate at Level of Service "E" (unstable flow, over-capacity). In order to raise this intersection's Level of Service to "C", the following improvements are also recommended (See attached sheets):

1. Widening of the southbound off-ramp from I-5 to two lanes.
2. Addition of a lane on the structure extending from the east intersection to allow three lanes for the E-W movement. This third lane would be carried to the SW 72nd Avenue off-ramp.

In widening the existing structure, in order to provide an additional lane, it is suggested that the widening take place on the south side of the structure. This will then not affect the loop ramp. Widening on the north side could possibly decrease the turning radius of the loop ramp which is undesirable.

NOTED
L.E. GEORGE

NOTED
BRUCE TAYLOR

NOTED
JOHN HANKS

NOTED
R. E. ROYER

In conjunction with the six-lane widening of I-5, we suggest that consideration be given to increasing the length of the deceleration lane to the loop ramp. Considerable difficulty is presently experienced in decelerating from a 70 MPH freeway speed to the 30 MPH loop ramp speed. Additional advanced signing informing the motorist of the required speed reduction may also be advisable.

Signals should not be required initially in conjunction with the construction of the Bonita Throughway, FAS 943. However, with the continued growth of the adjacent area along with the extension of the Beaverton-Tigard Highway to the Sunset Highway and the completion of I-205, traffic will increase to the point where signals will ultimately be required at the ramp terminals.

R. E. Royer
Planning Engineer

JH:ap
Attachments

TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project BONITA THRUWAY & I5, S. Tigard Interch. Date: 29 JUN '70

D.H. Year 1990 FTS G-5, G-X

Ⓐ INTERSECTION FAS 943 - EAST RAMPS, I-5 & BEAVERTON TIGARD

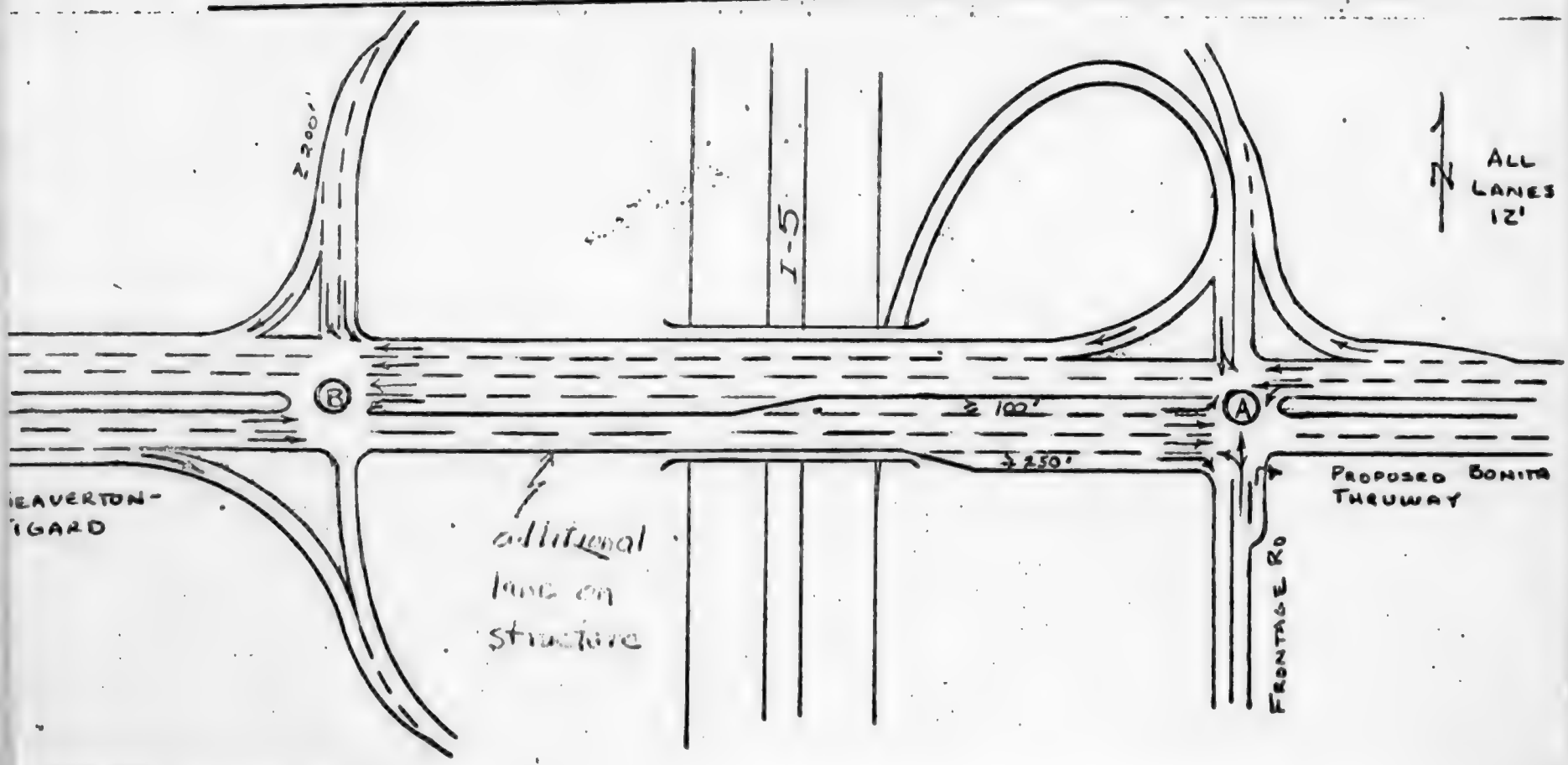
Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N	1 - 12			1 - 12		
E	—	AM .95	D	2 - 24	AM .73	C
S	1 - 12	PM 1.01	D	1 - 12	PM .81	C
W	2 - 24			4 - 48		

Ⓑ INTERSECTION WEST RAMPS

Approach	EXISTING OR DESIGNED No. of lanes-width	G/C	SL	REQUIRED No. of lanes-width	G/C	SL
N	1 - 12			2 - 24		
E	3 - 36	AM 1.20	E	4 - 48	AM .90	C
S	—	PM 1.15	E	—	PM .85	C
W	2 - 24			2 - 24		

Remarks

Ⓑ Carry 3 lanes westbound to SW 72nd Ave.



OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

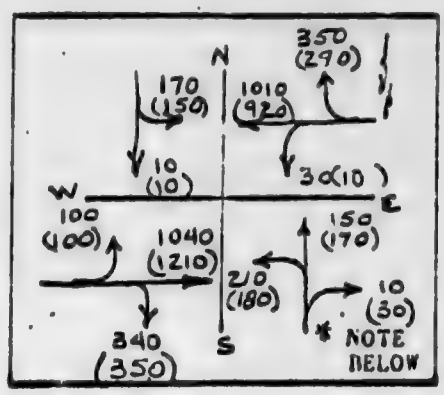
29 JUNE , 1970

PROJECT 'PVMTS, BONITA THRUWAY FAS 943

INTERSECTION I-5 EAST RAMPS & FAS 943 (A)

CITY Portland

1990 DHV
AM xxx
PM(xxx)



BASIC CONDITIONS:

METRO POPULATION 1 MILL PHF

AREA: (RESID) CBD RURAL FRINGE OBD (Circle One)

C= SIGNAL CYCLE= 60SEC. N/C = __/__ = __

PHASE 1	AMBER	PHASE 2	AMBER	PHASE	AMBER	PHASE	AMBER
				TOTAL .73(.81)			
G/C = .35(.37) G= SEC.	SEC.	G/C = .38(.44) G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH N T= 3 % R= / % L= / % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1	N-S	12	17A	.29	.29				10	10	D>130' (O.K. 200' AVAIL.)
1	N-E								170	150	

APPROACH S T= 3 % R= (8)3 % L= (30+)30+ % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1	S-E								10	30	
1	S-N	12'	4	.35	.37				150	170	
1	S-W								210	180	

APPROACH E T= 3 % R= / % L= (1)3 % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	E-N	12	17D	FREE					350	290	
2	E-W	24	4	.38	.35				1010	920	
2	E-S								30	10	

APPROACH W T= 3 % R= (21)23 % L= % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	W-N	12	17B	OK					100	100	≥100'
2	W-E	24	4	.38	.44				1040	1210	
2	W-S	12	17D	.30	.30				340	350	≥250'

* Designate Each Approach By Letters 1-W or 2-Wi(-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
# Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_2, D_3, ETC. (A)

By JWS

Checked JC

OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

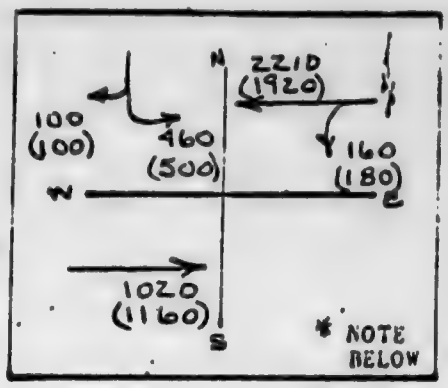
29 JUN , 19 70

PROJECT PYMTS: BONITA THRUWAY FAS 943

INTERSECTION I-5, BEAVERTON-TIGARD FWY (WEST RAMPS) (B)

CITY _____

1990 DHV
AM XXX
PM(XXX)

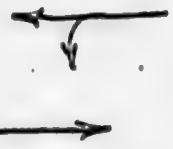


BASIC CONDITIONS:

METRO POPULATION 1 MILL PHF _____

AREA: RESID. CBD RURAL FRINGE OBD (Circle One)

C = SIGNAL CYCLE = 60 SEC. X/C = ___/___ = ___

PHASE 1	AMBER	PHASE 2	AMBER	PHASE	AMBER	PHASE	AMBER
				TOTAL .90(.85)			
G/C = .32 (.35)		G/C = .58 (.50)		G/C =		G/C =	
G = SEC.	SEC.	G = SEC.	SEC.	G = SEC.	SEC.	G = SEC.	SEC.

APPROACH N T = 3 % R = / % L = / % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
	N-W								100	100	
1	N-E	24	Fig 11, 18B	.32	.35				460	500	≥200'
	N-W, N-E	12	18B	.41	.45				560	600	

APPROACH E T = 3 % R = / % L = / % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	E-W	36	4	.58	.50				2210	1920	
2	E-S	12	17B						160	180	D≥130' OK 170' avail.

APPROACH W T = 3 % R = / % L = / % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	W-E	24	4	.37	.42				1020	1160	

APPROACH _____ T = % R = % L = % BUS STOP _____

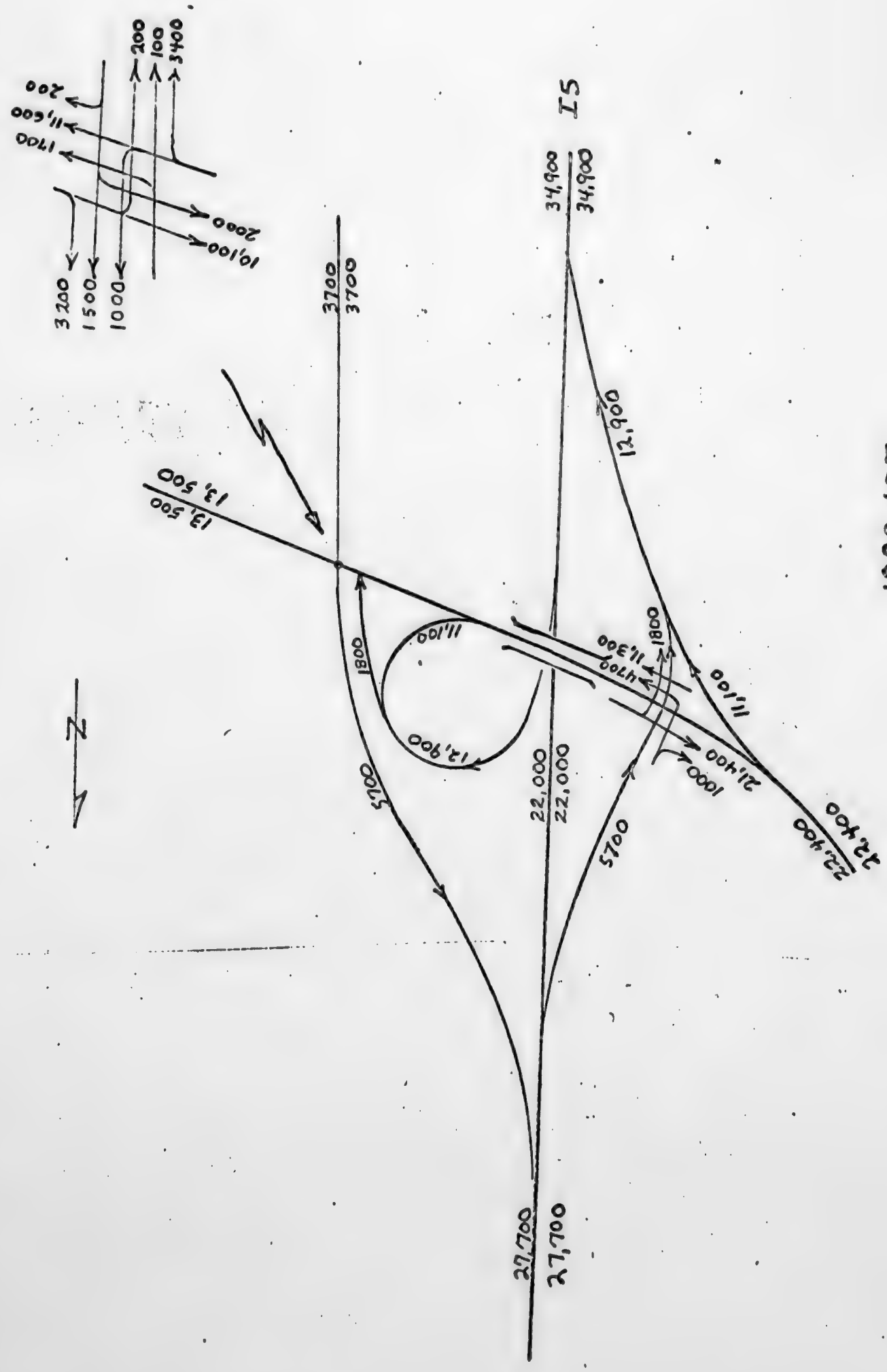
PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #

* Designate Each Approach By Letters 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
# Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

(B)

By JWS

Checked PAH


1990 ADT
IS
34,900
34,900
12,900
3700
3700
3200
1500
1000
200
100
3400
10,100
2000
1700
11,600
200
13,500
13,500
1800
11,100
12,900
22,000
22,000
5700
5700
1800
11,100
1700
11,300
1000
21,400
22,400
22,400
27,700
27,700
N

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 17 Nov 69

DAY OF WEEK

ACTUAL COUNT (VEH) HRS.

HOURS COUNTED

PEDESTRIAN COUNT HRS.

HOURS COUNTED

WEATHER

CITY OF Lents

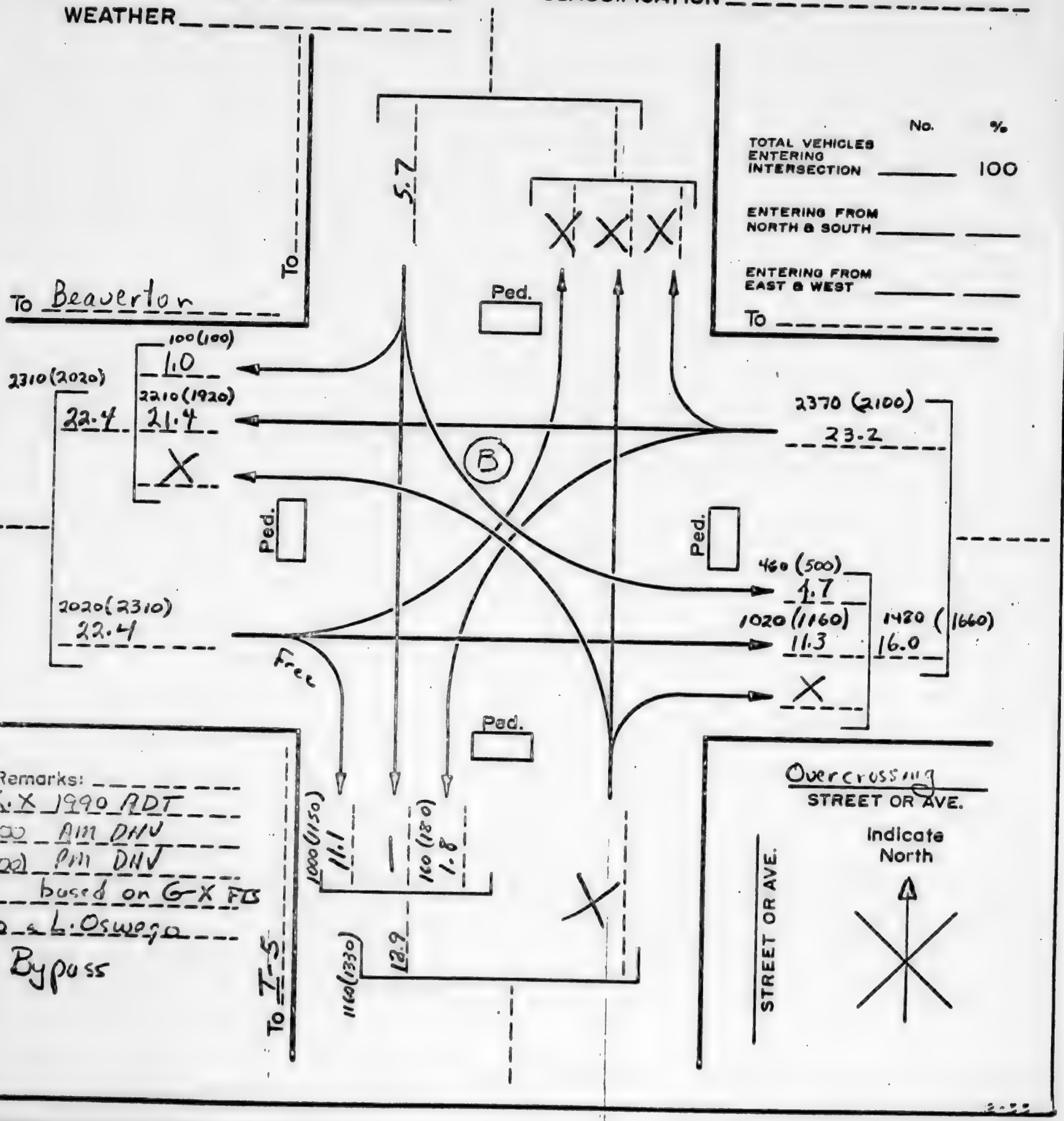
INTERSECTION OF I-5 (west ramps)

AND Beaverton-Tigard Fwy

STATION NO.

CODE NO.

CLASSIFICATION



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

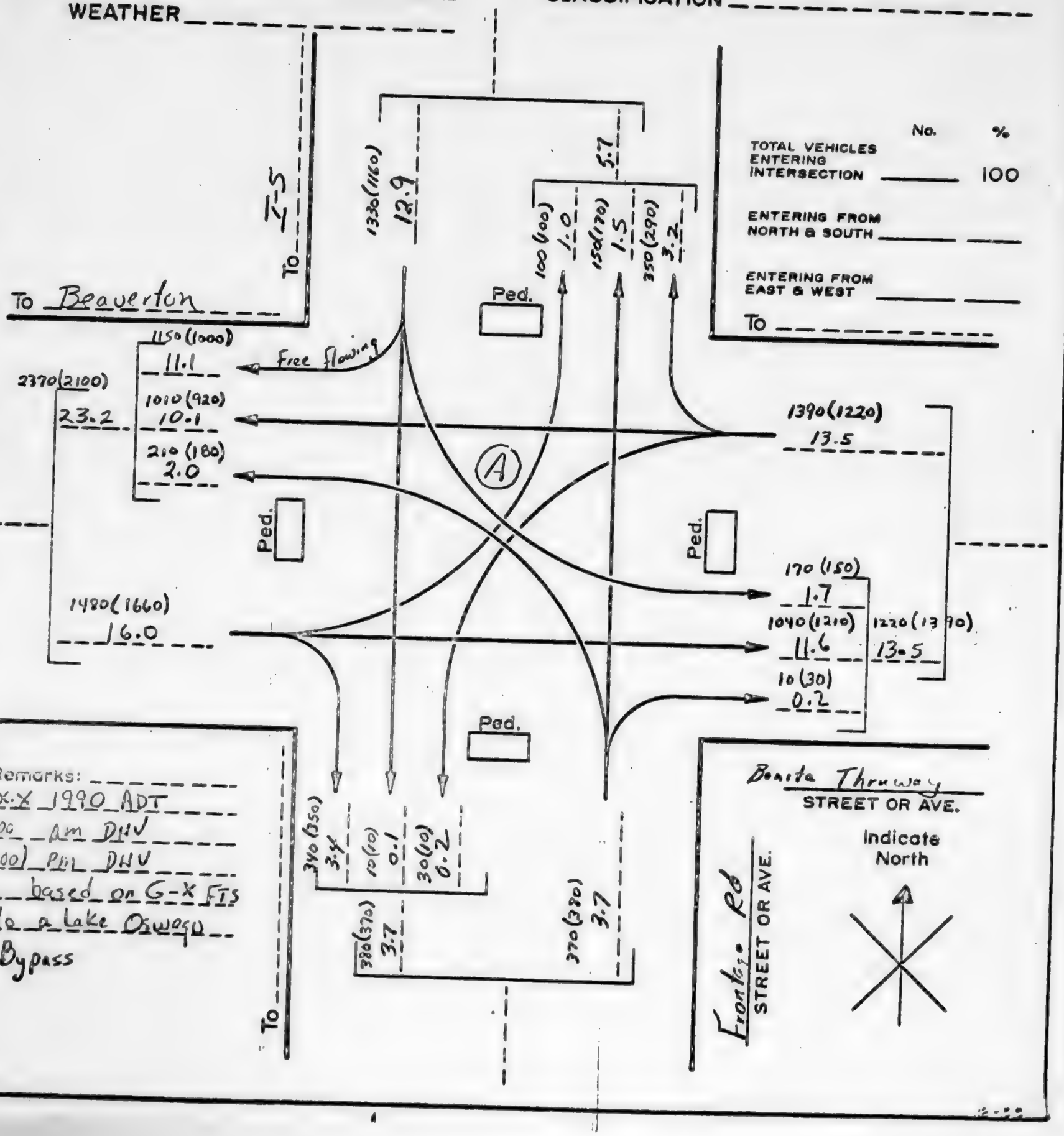
To

Remarks:
X.X 1990 ADT
000 AM DHV
(000) PM DHV
based on G-X FCs
w/o a L. Oswego
Bypass

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 17 Nov 69
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OF PVMTS
INTERSECTION OF I-5 (east ramps)
AND Beaverton-Tigard Fwy
STATION NO.
CODE NO.
CLASSIFICATION



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

To

Remarks:
X.X 1990 ADT
000 AM DHV
(000) PM DHV
based on G-X FTS
w/o a Lake Oswego
Bypass

8261 SW 72nd Ave Int-SW Boones 1975
Ferry Rd Sec Beaverton-Tigard Hwys.
(Grad.,pav.,sign & signal) #1

C.A 4467 4 10 72

for 943
Clark Co

January 29, 1973

(date)

Mr. John C. McIntyre, Director
Clackamas County Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 943

Section South Tigard Interchange-SW Boones Ferry Rd: Right-of-Way Project

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
APR 4 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

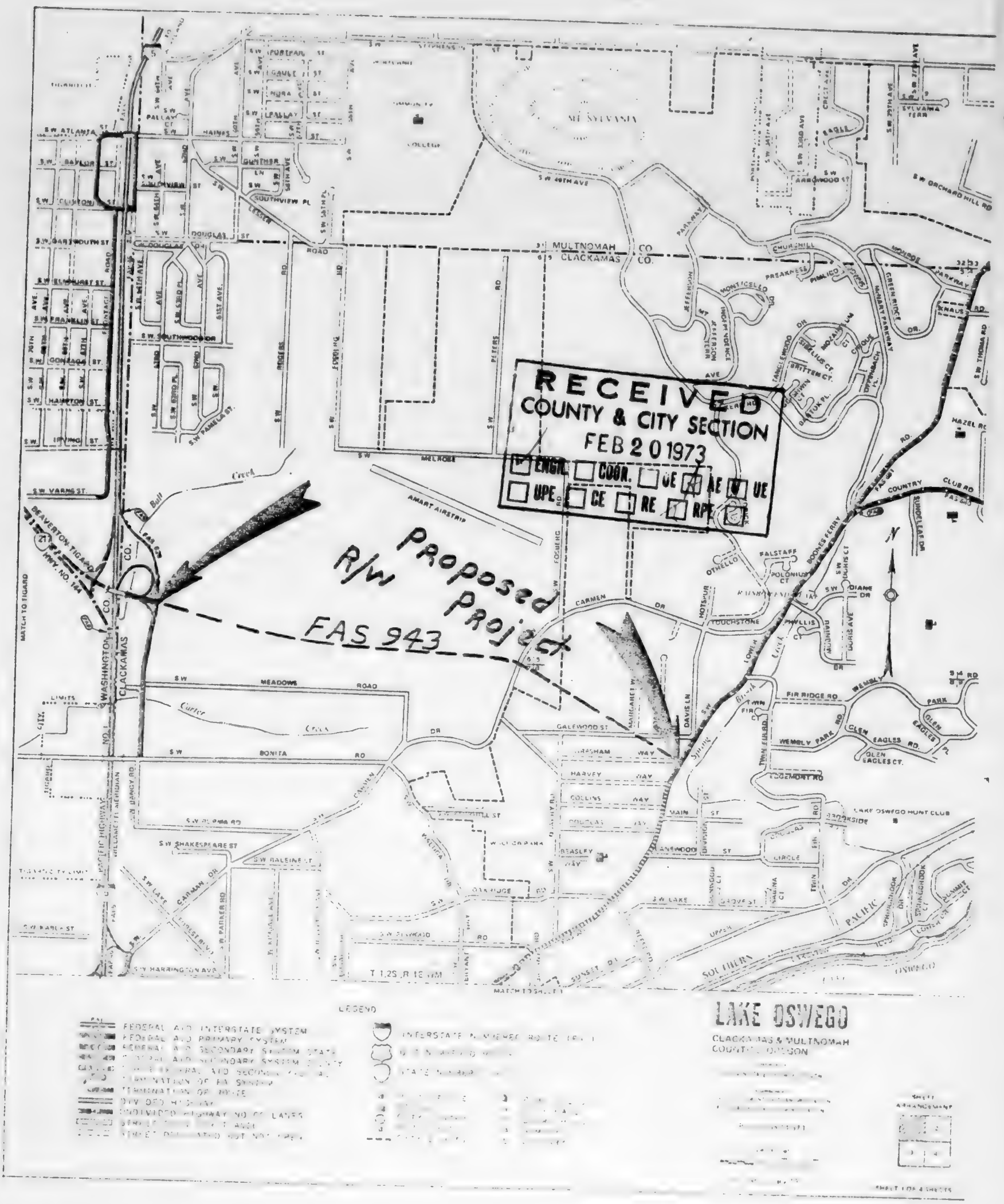
2/13/73
(date)

By Thomas D Telford

By
Commissioner

By Fred Stefani
Commissioner

cc: Duane Ridings
(L H Young)


RECEIVED
COUNTY & CITY SECTION
FEB 20 1973
ENGR. COOR. UE AE UE
UPE CE RE RPT
Proposed R/W Project
FAS 943
MULTNOMAH CO.
CLACKAMAS CO.
SW MEADOWS ROAD
SW BONITA RD
SW MELROSE
SW VARNS ST
SW DOUGLAS ST
SW HAINES
SW GUNTHER
SW SOUTHVIEW PL
SW 49TH AVE
SW ORCHARD HILL RD
SW THOMAS RD
HAZEL RD
COUNTRY CLUB RD
FAS 943
BOONES FERRY
SUNCREST DR
SW DIANE DR
SW DAVIS LN
FIR RIDGE RD
WEMBLY PARK
GLEN EAGLES RD.
GLEN EAGLES CT.
EDGEMONT RD
LAKE OSWEGO HUNT CLUB
SW MACADAM AVE
SW CARMEN DR
SW TOUCHSTONE
SW PHYLLIS CT
SW FOSHEG
SW PEEBES RD
SW ROGERS RD
SW 45TH AVE
SW 47TH AVE
SW 51ST AVE
SW 52ND AVE
SW 53RD PL
SW PAMELA ST
SW SOUTHWOOD DR
SW ELMHURST ST
SW HAMPTON ST
SW GONZAGA ST
SW FRANKLIN ST
SW ATLANTA ST
SW BAYLOR ST
SW CLINTON ST
SW GARDEN HOME ROAD
SW 30TH AVE
SW 31ST AVE
SW 34TH AVE
SW 35TH PL
SW 36TH AVE
SW 37TH AVE
SW 38TH AVE
SW 39TH AVE
SW 40TH AVE
SW 41ST AVE
SW 42ND AVE
SW 43RD AVE
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SW 45TH AVE
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SW 48TH AVE
SW 49TH AVE
SW 50TH AVE
SW 51ST AVE
SW 52ND AVE
SW 53RD AVE
SW 54TH AVE
SW 55TH AVE
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Clackamas Co.

January 29, 1973
(date)

Mr. Deane Seeger
City Manager
P.O. Box 369
Lake Oswego, Oregon 97034

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 943

Section South Tigard Interchange-SW Boones Ferry Rd: Right-of-Way Project

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

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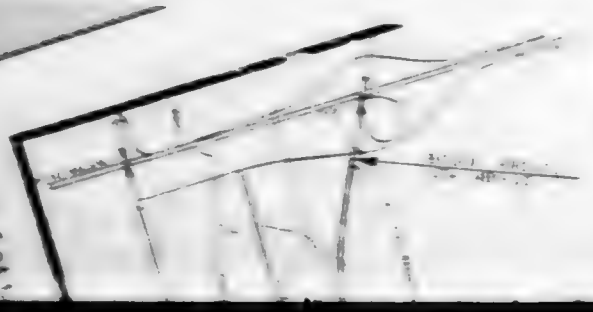
1-30-73
(date)

By Norman L. Casey
Asst City Manager

By _____
Commissioner

By _____
Commissioner

cc: Duane Ridings
(Lt Young)



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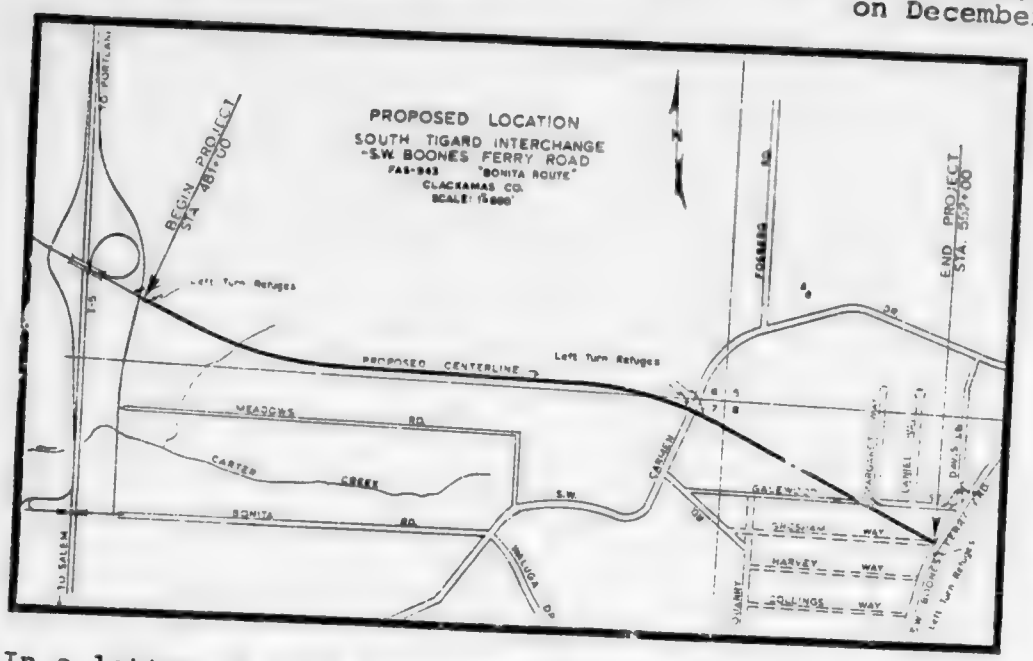
LAKE OSWEGO: Expressway's just another word for freeway

Concern is building up over a proposed 4-lane expressway (read freeway) from Interstate 5 to Lake Oswego. A similar route already extends from Beaverton through Progress to Tigard, ending at I-5. The current version of the Clackamas County Comprehensive Plan provides for this new expressway (FAS943) to link up to D Street in Lake Oswego and thence over a then to be constructed bridge over the Willamette to Courtney Avenue just south of Milwaukie. Corridor and design plans have been approved by the federal government; construction has been held up during preparation of an environmental impact statement, which was expected to be completed by the end of 1972.



In a letter to Lake Oswego City Manager Deane Seager, OEC president Don Waggoner notes that approval of the Lake Grove-Tigard expressway "was granted several years ago. Many things have happened since that date. Most noteworthy is the heightened interest in preservation of the qualities of livability by all levels of our citizenry and government. In addition, the colossal failures of planning in many of our larger cities have become more and more well known. "Growth" is no longer synonymous with "progress" nor is it uniformly welcomed." The letter then goes on to urge the city of Lake Oswego to withdraw its support of the expressway as currently proposed and request a study of alternative designs.

Besides broad-based opposition to the "package deal" involving a bridge to Milwaukie, Waggoner cited changing land use and traffic patterns which would occur if the road were built. That these concerns are shared by many people in the area was demonstrated at a Lake Oswego Planning Commission hearing on December 4th. The Council Chambers were overflowing into the hallway as testimony was given on changes in the Comprehensive Plan for the area affected by the proposed expressway.

Although the hearing was called under the assumption that the road would be built, a good deal of opposition to the project itself was voiced, including suggestions that the city withdraw its support of the road. Another suggested alternative was that of a Tri-Met park and ride station to ease the traffic load.

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It is evident that something must be done to alleviate the present amount of traffic on Bonita Road without adding to the heavy traffic load on Boones Ferry Road. In his letter to City Manager Seager, Don Waggoner suggested several alternatives, among them the improvement of Meadows Road and construction of a two-lane by-pass parallel to State Street to relieve downtown Lake Oswego congestion.

Savings & Loan League vows environmental responsibility

The Oregon Savings and Loan League--which was a joint sponsor with the OEC of last April's environmental housing conference--has recently passed a resolution for which they deserve a word of praise. The "Environmental Responsibility Pledge" was passed without a dissenting vote; it reads in part: "WHEREAS, There is abundant evidence that better housing can be built that is environmentally sound, which creates a greater potential for the developer, results in lower municipal costs for services, provides the best housing for the people, and is the most prudent loan for the lender....THEREFORE, BE IT RESOLVED, That all member institutions of the Oregon Savings and Loan League do hereby pledge their responsibility to the public that they shall not participate in the financing of any housing unless they have subjected the proposal to a careful evaluation of environmental factors involved, and that no financial assistance shall be knowingly given to any project which does not provide a suitable environment, or would result in the pollution of the air, land, or water, or impair the beauty of the land of this state."

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January 11, 1973

Mr. John C. McIntyre, Director
Clackamas County Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. McIntyre:

Re: South Tigard Interchange -
Southwest Boones Ferry Road
FAS 943 - Clackamas County

I received your letter of December 28 expressing concern over the delay in the environmental statement for the subject project. There are several factors regarding this proposal, however, that make it very difficult to examine the environmental impacts in a brief period of time.

First, the project is one which has progressed to an advanced state of development with respect to satisfying the National Environmental Policy Act. This necessitates retracing many steps for research and data gathering so that an objective analysis of the impacts of this project can be produced.

Second, the project is but one of many projects in the backlog of work which the recently formed Environmental Unit must face. While we have placed it in a high priority for preparation of the environmental statement, the staff must share their time with other critical highway projects that also hold high priority.

In addition, the high pressure you are receiving makes it imperative that the environmental studies of the contemplated action be as objective and thorough as possible. Past experience has shown that a poor approach to environmental assessments usually results in project halts, or at best, lengthy and costly delays due to court actions.

I understand that George Ramjoue, the Project Manager responsible for the preparation of the environmental impact statement, has discussed the project with you so you should be up to date as to the progress of the study.

If you have any further questions, please let me know.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
Robert E. Royer
H. S. Cox
L. W. Rulien

GAP:DRB:lj: ajw

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director
Phone 655-8521

December 28, 1972

Bob Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Clackamas County, along with the City of Lake Oswego, is experiencing considerable pressures from citizens over the proposed construction of F.A.S. #943 Project (Bonita to Boones Ferry Road). These pressures are coming from both the proponents and opponents of the facility.

It is my feeling that this issue will resolve itself once the State completes the Environmental Impact Study and Clackamas County begins land acquisition. The Environmental Impact Study was promised to us months ago by Mr. Prange in the City-County Division of your Department and as of this date, all we have received are statements from the Highway Division that this Study will be forthcoming.

It is respectfully requested that we be furnished the Study at the earliest possible date so that the concerns of the aroused citizens can hopefully be alleviated. Attached is an excerpt from the Lake Oswego Review which typifies the type of pressure we are receiving.

JOHN C. McINTYRE - Director of Public Works

hb
Encl.
cc: Bob Prange, City-County Relations, O.S.H.D.

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...is Event At Country Club

Newly elected president of Oswego Lake Country Club Verne E. Adams and outgoing President Bruce Price will be honored at the traditional formal ball Dec. 16.

Other officers elected at a special meeting of the board of trustees this month were James H. Rathbun, vice president, Morry A. Arntson, secretary, and Richard S. Borst, treasurer.

The three new trustees elected to the Board at the annual membership meeting were Ormond R. Bean, Jr., John Brown, and Clyde Rushing.

Chairmen for the Dec. 16 ball are Mr. and Mrs. Donald Lewis. Those assisting will be Mr. and Mrs. Richard Borst, Mr. and Mrs. Morry Arntson, and Mr. and Mrs. Stanley Apperson.

The evening will start with cocktails from 8-9 p.m. followed by dinner at 9. Dancing begins at 9 as well and will continue until 1 a.m.

Planning Draws Concern

Concern about a new road from Interstate 5 to Lake Oswego was evident Monday evening when the Lake Oswego Planning Commission heard testimony related to changes in the comprehensive plan in undeveloped parts of Lake Grove near the proposed expressway.

Most of the concern was related to the road itself and not the proposed changes in Lake Grove.

Council Chambers were packed to more than capacity with some people trying to hear testimony from the hallway.

The corridor and the design of the road have been approved by the federal government and the state is now in the process of preparing an environmental impact study related to the area. Intersection is near Galewood Way.

Planning Director Bob Mahoney told the people assembled, "Things are beginning to happen in Lake Grove. Our efforts this evening are to look at the area and determine what reasonable development is called for if FAS 143 is built."

People more concerned about the if's of building the road pointed out this could well be the first step to a bridge connection across to Milwaukie. One of the spokesmen, Tom Niebergall, said, "Most people don't want to see a corridor through Lake Oswego to provide a route to Milwaukie or Washington Square."

Another resident asked the Planning Commission, "What can we do to get the city council to withdraw support?" They suggested the planning commission take a stand on the matter.

Lucille Beck asked the Planning Commission if they had considered her suggestion for a park and ride spot in the Lake Grove area. She was advised to work through Tri-Met since they had no facility planned there, but was also told by one commissioner this might well be the answer to the transportation problem.

Roy Jakes of Bonita Road emphasized the transportation problem. He told the Commission some relief was needed and the proposed road would take away traffic from the residential streets. In discussing Washington Square he posed the question, "How will Lake Oswego residents get to Washington Square? minimize traffic?" she questioned.

Residents along Boones Ferry indicated this was no longer a pleasant residential street. One said, "The noise is so bad we are not able to converse and can't even hear outselves think. The strip along Boones Ferry definitely should be zoned commercial."

Gordon Martin, owner of a large portion of the undeveloped area that would be bisected by the proposed expressway and developer of Washington Square, told the Commission he would favor the new road if proper planning and recognition of the impact is realized. He indicated he had done much research and had slides to show and offered to present his information at another meeting.

New Council member Curtis Finch questioned the county policy about commercial zoning in the Bonita intersection area. Mahoney told him this was land planning policy on the part of the county.

Ron Aiken, one of four owners trying for a zone change to commercial along Boones Ferry between Douglas and Collins Way, said they wanted to build things in that area that residents will use and not something that will draw outside shoppers.

A spokesman for owners along Collins Way said there were 22 children in one block, 18 of them under the age of six. He said, "We are concerned about the extent of commercial development, the increase of traffic, and what is happening in our own back yards."

Others opposing the changes in the comprehensive plan for Lake Grove indicated the road may never be built and that it would be better to review the comprehensive plan as a whole. Paul J. Lyons represented a group of concerned citizens and said 121 people had signed the petition supporting his stand. "We want to offer support and be active in the planning of the community, not just sit back and gripe."

Lyons' letter to the Commission urged the appointment of an advisory planning committee composed of citizens from all areas of Lake Oswego. It also asked that any action on the proposed partial modification of the comprehensive plan relating to the expressway be deferred until the complete comprehensive plan is updated.

The League of Women Voters posed several questions to the Commission concerning the study, asking specifically how some of the data was determined. They also asked if there were other alternatives and if the changes should take effect if the road is not built.

Margaret Arthur told the Commission, "I think Lake Oswego is uniquely beautiful. I have been dismayed by the horrible things freeways do to cut up things. How many homes would be affected adversely? We must stop these freeways someplace in the United States!"

Tack Room Is Robbed

An English saddle valued at $147 was stolen from the tack room of the Lake Oswego Riding Club, according to Lake Oswego Police Department reports.

The incident was reported to police at 11:49 a.m. Dec. 5.

The saddle was described as a brown Borelli brand, police say.

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One [illegible] mission they moved to Lake Oswego because of the narrow streets. We need to keep the traffic dispersed," she insisted.

Karen Griffin questioned why it was necessary to increase density for more buffer areas. "Why not keep the residential zoning and

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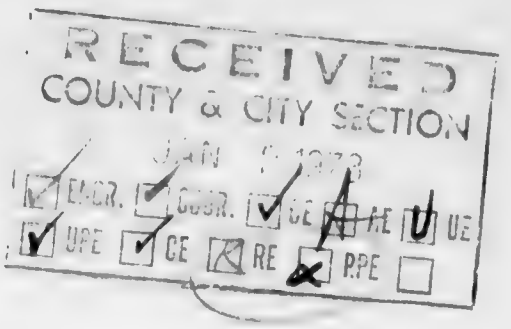
COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-8521

December 28, 1972



Bob Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Clackamas County, along with the City of Lake Oswego, is experiencing considerable pressures from citizens over the proposed construction of F.A.S. #943 Project (Bonita to Boones Ferry Road). These pressures are coming from both the proponents and opponents of the facility.

It is my feeling that this issue will resolve itself once the State completes the Environmental Impact Study and Clackamas County begins land acquisition. The Environmental Impact Study was promised to us months ago by Mr. Prange in the City-County Division of your Department and as of this date, all we have received are statements from the Highway Division that this Study will be forthcoming.

It is respectfully requested that we be furnished the Study at the earliest possible date so that the concerns of the aroused citizens can hopefully be alleviated. Attached is an excerpt from the Lake Oswego Review which typifies the type of pressure we are receiving.

JOHN C. McINTYRE - Director of Public Works

hb
Encl.
cc: Bob Prange, City-County Relations, O.S.H.D.

Planning Draws Concern

for 143 Clack Co

Concern about a new road from Interstate 5 to Lake Oswego was evident Monday evening when the Lake Oswego Planning Commission heard testimony related to changes in the comprehensive plan in undeveloped parts of Lake Grove near the proposed expressway.

Most of the concern was related to the road itself and not the proposed changes in Lake Grove.

Council Chambers were packed to more than capacity with some people trying to hear testimony from the hallway.

The corridor and the minimize traffic?" she questioned.

Residents along Boones Ferry indicated this was no longer a pleasant residential street. One said, "The noise is so bad we are not able to converse and can't even hear outselves think. The strip along Boones Ferry definitely should be zoned commercial."

Gordon Martin, owner of a large portion of the undeveloped area that would be bisected by the proposed expressway and developer of Washington Square, told the Commission he would favor the new road if proper planning and recognition of the impact is realized. He indicated he had done much research and had slides to show and offered to present his information at another meeting.

New Council member Curtis Finch questioned the county policy about commercial zoning in the Bonita intersection area. Mahoney told him this was land planning policy on the part of the county.

Ron Aiken, one of four owners trying for a zone change to commercial along Boones Ferry between Douglas and Collins Way, said they wanted to build things in that area that residents will use and not something that will draw outside shoppers.

A spokesman for owners along Collins Way said there were 22 children in one block, 18 of them under the age of six. He said, "We are concerned about the extent of commercial development, the increase of traffic, and what is happening in our own back yards."

Others opposing the changes in the comprehensive plan for Lake Grove indicated the road may never be built and that it would be better to review the comprehensive plan as a whole. Paul J. Lyons represented a group of concerned citizens and said 121 people had signed the petition supporting his stand. "We want to offer support and be active in the planning of the community, not just sit back and gripe."

Lyons' letter to the Commission urged the appointment of an advisory planning committee composed of citizens from all areas of Lake Oswego. It also asked that any action on the proposed partial modification of the comprehensive plan relating to the expressway be deferred until the complete comprehensive plan is updated.

The League of Women Voters posed several questions to the Commission concerning the study, asking specifically how some of the data was determined. They also asked if there were other alternatives and if the changes should take effect if the road is not built.

Margaret Arthur told the Commission, "I think Lake Oswego is uniquely beautiful. I have been dismayed by the horrible things freeways do to cut up things. How many homes would be affected adversely? We must stop these freeways someplace in the United States!"

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Council Chambers were packed to more than capacity with some people trying to hear testimony from the hallway.

The corridor and the design of the road have been approved by the federal government and the state is now in the process of preparing an environmental impact study related to the area. Intersection is near Galewood Way.

Planning Director Bob Mahoney told the people assembled, "Things are beginning to happen in Lake Grove. Our efforts this evening are to look at the area and determine what reasonable development is called for if FAS 943 is built."

People more concerned about the if's of building the road pointed out this could well be the first step to a bridge connection across to Milwaukie. One of the spokesmen, Tom Niebergall, said, "Most people don't want to see a corridor through Lake Oswego to provide a route to Milwaukie or Washington Square."

Another resident asked the Planning Commission, "What can we do to get the city council to withdraw support?" They suggested the planning commission take a stand on the matter.

Lucille Beck asked the Planning Commission if they had considered her suggestion for a park and ride spot in the Lake Grove area. She was advised to work through Tri-Met since they had no facility planned there, but was also told by one commissioner this might well be the answer to the transportation problem.

Roy Jakes of Bonita Road emphasized the transportation problem. He told the Commission some relief was needed and the proposed road would take away traffic from the residential streets. In discussing Washington Square he posed the question, "How will Lake Oswego residents get to Washington Square?"

One resident told the Commission they moved to Lake Oswego because of the narrow streets. "We need to keep the traffic dispersed," she insisted.

Karen Griffin questioned why it was necessary to increase density for more buffer areas. "Why not keep the

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fas 943
Clack Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 27, 1972

TO MEMORANDUM TO THE FILES

FROM A. D. Olson
Preliminary Design Engineer

SUBJECT S. Tigard Interchange-S.W. Boones Ferry
Road Section
FAS 943
Clackamas County

Mr. Ralph Cardinal, representing Mr. Gordon Martin, was in my office on November 27 requesting copies of subject plans. I advised him that these were in a preliminary state, subject to change, and that I could not make them available to him at this stage. (Mr. Martin is indicated as contract purchaser of File 44393-E, lying between Stations 535 and 545 on the subject project.)

Mr. Prange, County and City Section, advised me a short time later that Mr. McIntyre, Director of Public Works for Clackamas County, had advised him to provide the requested prints to Mr. Cardinal. Two sets of the right of way map and two sets of the preliminary plans, Sheets 2 through 5, were stamped "Preliminary Copy Subject to Change" and given to Mr. Cardinal.

ADO:jh
cc: L. W. Rulien
R. H. Prange
J. C. McIntyre

RECEIVED
COUNTY & CITY SECTION
NOV 28 1972
☑ ENGR. ☑ COOR. ☐ SE ☐ A.E ☐ UE
☐ UPE ☐ CE ☒ RE ☑ PPE ☐

Portland Oregonian----------11-12

Highway extension across I-5 opposed

By ROD PATTERSON
of The Oregonian staff

Proposed continuation of the Tigard-Sunset Highway freeway across Interstate 5 toward Lake Oswego has stirred some controversy in Clackamas County.

County officials say they would like land purchases for the new highway to start soon. The road would be a continuation of Highway 217. The proposal has been hailed by some area residents but met with skepticism by others.

Happiest are residents of Bonita Road in Lake Oswego. The new highway, they claim, would ease the traffic burden on their small residential street. Motorists now exit Interstate 5 at Bonita Road and travel to Lake Oswego via SW Boones Ferry Road.

However, a small group of Lake Oswego residents, concerned the highway could drastically alter the development pattern and change the character of their city, have formed an organization, SLO (Save Lake Oswego) to look into the matter.

Established last month, SLO has received support from the Oregon Environmental Council, which has objected to the long term impact the four-lane highway would have on the city.

New bridge seen

"It will increase traffic flow, which will ultimately lead to a bridge across the Willamette River and Lake Oswego," said Donald Waggoner, president of the OEC.

If that happens, he said, the "small town character of Lake Oswego would be lost."

SLO's 20 members have met three times but have not yet decided what to do about the proposed route.

"We're not too pleased with the idea of a new freeway coming in, but at this point, we're not jumping until we get the facts'" said Steve Skomp, cochairman of SLO. "We don't want Lake Oswego to be destroyed and become just a throughway."

Skomp said his organization is busy determining if it has a complaint and, if so, where to direct it.

Meanwhile, county officials say they would like rights of way for the highway to be purchased.

Within two years of land acquisition, the project could be opened to bids, said John McIntyre, county public works director.

The 1.5 miles of highway would be financed partly by the federal government along with state and local funds.

"It would be undertaken on the basis of federal aid to the secondary road system," said Winston W. Kurth, deputy public works director. "Clackamas County felt this road had a high priority."

Study planned

The environmental unit of the State Highway Division hopes soon to prepare an environmental impact statement for the proposed highway. Some 24 persons specializing in nine fields will make the study of the environment through which the highway would go.

"Each project has a different personality," said Donald Bvard, environmental director for the Highway Division.

"Environment is both human and natural and the purpose of the study is not to say yes or no to the project but to give a fair and objective analysis to environmental impact," he said.

Studied will be noise levels, traffic levels and air quality. "The study is supposed to set out the various and sundry pluses and minuses of a given project for evaluation," said Larry Rulien, of the Milwaukie office of the Highway Division.

Oregon Journal, Portland----------11-15

Lake Oswego Asked To Revoke Road OK

LAKE OSWEGO — The Lake Oswego City Council is weighing a request that it withdraw its approval of plans for the proposed Lake Grove-Tigard expressway.

The request was made by the Oregon Environmental Council, which warned that the "livability" of the Lake Oswego area would be harmed by the freeway and that it would "waste" taxpayers' funds.

CITY OFFICIALS passed the request on to the Clackamas County road department for comment.

The Lake Oswego City Council endorsed the plan in 1969, but the Environmental Council pointed out that since then concern for the environment has grown and "colossal failures of planning in many of our larger cities have become better known."

The Environmental Council warned that the freeway would lead to new traffic patterns and eventually a bridge over the Willamette River at Lake Oswego which would mean more traffic on "all feeder roads."

IT ALSO forecast that the freeway would downgrade neighborhoods.

"If Lake Oswego is to make a stand and truly protect the unique livability which it now offers its residents, it must act now to stop the construction of the Lake Grove-Tigard expressway as now designed," the group warned.

It said two-lane roads could be built paralleling Bonita Road to lessen traffic on it.

"There can be no justification for expenditure of funds of this magnitude to solve the problems of congestion on Bonita Road," the Environmental Council said. "These funds could be used far better to improve Meadows Road and provide a bypass parallel to State St. and relieve the congestion in downtown Lake Oswego."

all 2
Jan 943

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

November 17, 1972

Mr. Roy Goecks
5555 S. W. Bonita Road
Lake Oswego, Oregon 97034

This letter is in response to your October 31, 1972, letter regarding our extremely slow progress of constructing F.A.S. #943 (I-5 to Boones Ferry Road).

Right-of-way funds for this facility have been available in our budget since July of this year. State and Federal regulations have held up the project pending an Environmental Impact Study. This study has been underway for several months and we have been promised that it will be complete around January 1, 1973.

Clackamas County has been as frustrated as the residents of Bonita Road in the progress we are making. In recent years, highways have become an unpopular issue. We are presently under attack by the Oregon Environmental Council which claims this facility will degrade the community of Lake Oswego and Lake Grove. We have not been presented any facts to support this position, and in fact, believe the facility will be an asset to the area.

Due to the considerations outlined above, I am unable to give you a specific date on when this facility might be constructed. I will state that Clackamas County at this time will do everything possible to satisfy the concerns of everyone in constructing the route.

We will keep you posted as to the progress we are making and may sometime in the future call upon you and your neighbors for support of our position.

JOHN C. McINTYRE - Director of Public Works

/hb

cc: Bob Prange, City-County Section, O.S.H.D.

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COUNTY & CITY SECTION
NOV 21 1972
☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

FAS 943

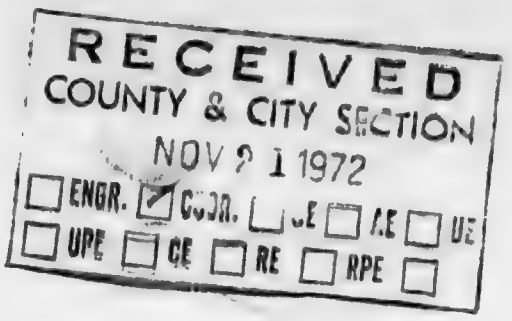
COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

Bob Prange

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

November 17, 1972



Mr. Deane Seeger
City Manager
City of Lake Oswego
Lake Oswego, Ore. 97034

This letter is prepared in response to your October 26, 1972 correspondence pertaining to the position of the Oregon Environmental Council on F.A.S. #943. I have carefully perused their letter and feel that they have misinterpreted the intent of our proposed facility.

It appears that the OEC has ballooned our land access route into an expressway and/or freeway. I would like to point out that Highway #217 is an expressway and one which denies access to the abutting property. Since access is allowed by F.A.S. #943, it could never be converted to the type of facility they visualize.

The OEC starts with the basic premise that F.A.S. #943 will have an adverse affect upon the City of Lake Oswego. Our feeling is to the contrary. An Environmental Impact Study is presently underway and will be available toward the end of the year. If the Environmental Impact Study supports the position of the Oregon Environmental Council, we would be the first to withdraw the proposal.

The OEC refers to the facility as the first phase of a "package deal". We have no intentions either at present or in the future to extend F.A.S. #943 across the river into the Milwaukie area. If an expressway and/or freeway was built to connect the two areas, our facility could never be utilized as a segment of the route due to its access characteristics.

The OEC concludes their correspondence by opposing the facility on two grounds:

> First - the long range degradation to the community, and
> Secondly - the waste of taxpayers' funds.

In response to the first, I can only offer that an Environmental Impact Study is about to be concluded and if their conclusion is correct, I am sure all agencies will want to withdraw support to the facility. In answer to

the second, we have already conducted a Cost Benefit Ratio Study and this study shows that the benefits outweigh the costs.

I believe the OEC is premature in its allegations. Clackamas County will be prepared to address itself to their concerns once all studies have been completed. At this point I am specifically referring to the Environmental Impact Study that will be available around the first of the year.

JOHN C. McINTYRE - Director of Public Works

/hb

cc/ Bob Prange, City-County Section, O.S.H.D.

REASSESSMENT OF ENVIRONMENTAL IMPACTS
S. Tigard Interchange-S.W. Boones Ferry Road Section
I-5 - Lake Grove Route, FAS 943
Clackamas County, Oregon

This project received design approval September 15, 1970 which was within the period requiring reassessment of environmental impacts in accordance with paragraphs 5b and c of PPM 90-1.

The purpose of this document is to assess the environmental impacts of the proposed project and to list those impacts that are considered unavoidable and to determine what steps can be taken to minimize those impacts. The project history and purpose are also presented, including status of development, such as right-of-way negotiations, relocation of individuals or businesses, and those design features advanced to minimize adverse environmental effects.

Corridor and design hearings were held on December 19, 1969 and April 15, 1970 respectively. Corridor approval was given by the Assistant State Highway Engineer on February 18, 1970 and design approval on September 15, 1970. Both corridor and design hearings were conducted by Clackamas County officials in the City of Lake Oswego Council Chambers.

Testimony given at the two hearings indicated that there was general agreement in the community that the proposed facility was desirable; however, there was considerable disagreement as to its exact location. The principle objections were concerned with the supposition that the new route, in its easterly extremity, would cut diagonally across parcels of property, and that right-of-way takings would leave small triangular and odd shaped parcels not suitable for development or resale. Other property owners suggested that the proposed facility be located in such a manner that would not require the removal of improvements or the relocation of persons from their homes.

The Clackamas County officials, having reviewed the testimony given at the corridor and design hearings, requested the required approvals based on the alignment as established. Some minor deviations were suggested in accordance with the wishes of the local residents who gave testimony at the hearings. Consequently, corridor approval was given on February 18, 1970 and design approval on September 15, 1970 by the Assistant State Highway Engineer.

The proposed FAS-C project consists of constructing a four-lane local arterial facility approximately 1.33 miles long on new alignment from the South Tigard Interchange on I-5 easterly to S.W. Boones Ferry Road. It is planned to grade, drain, base, curb and pave a roadway 68 feet between curbs consisting of four 12-foot travel lanes, a 16-foot median and 2-foot shy distances from the curbs. Traffic control signals will be installed at major street intersections.

The westerly terminus of the project is controlled by the configuration of the South Tigard Interchange on I-5 which was constructed in such a manner as to provide for the future connection of the proposed arterial. The easterly terminus is controlled by a connection presently under construction where the new facility will intersect S.W. Boones Ferry Road. The proposed alignment will contain two 2-degree curves and will have maximum gradient of 3.47 per cent. A storm drainage system has been designed to handle the drainage throughout the project and is compatible with a proposed "Master Plan Storm Drain System" for this region.

The State Clearinghouse approved the project on March 10, 1970. The Columbia Region Association of Governments concurred in the project on April 17, 1970 and determined that it was compatible with the overall planning of the Portland-Vancouver Metropolitan Study Area. The route is classified as a local arterial-collector serving local needs and, in order to retain this identity, it will be developed as a non-freeway type facility. The arterial-collector concept is the most feasible since it is compatible to the desires of the local citizens who are generally against the construction of freeways through their area.

Since the project is on a new route location, it is not a relocation or a displacement of an existing road, and consequently it will supplement existing road systems in the vicinity. When the new facility is constructed it will provide a safe convenient route from Lake Oswego on to I-5 and points in Washington County. It will also divert traffic from other over-crowded routes in the vicinity; such as S.W. Bonita Road, S.W. Carmen Drive, and S.W. Boones Ferry Road. Traffic studies indicate an estimated 3,800 vehicles per day would use the facility if it were in operation today; and future traffic loads, projected on a 20-year basis, are estimated at 12,500 ADT.

The most significant impact on the area will be the stimulation of land development. The growth of Lake Oswego is already spreading into this area and the proposed facility will only hasten that impending growth. Existing commercial establishments and business enterprises along S.W. Boones Ferry Road which depend on local trade for economic stability will not be adversely affected.

Loss of revenue from taxable property will occur when private property becomes public right-of-way; however, this loss will be offset as the remaining adjacent properties rise in assessed valuations because of probable future developments. The area immediately surrounding this proposal is now zoned as agricultural land; however, both the City and County planning agencies feel that rezoning to residential or commercial classification is inevitable, as evidenced by the on-going developments already taking place in this region.

Clackamas County's Comprehensive Plan categorizes the northwest portion of the County as Urban and designates the proposed route facility as a Primary Arterial serving a portion of this urban area. The plan further classifies the land, which the arterial traverses, as Planned Commercial near the South Tigard Interchange, then High Density Residential, and finally Medium Density Planned Residential near the westerly city limits of Lake Oswego. According to the City of Lake Oswego's Comprehensive General Plan, the land use designation within the city limits has been placed in the Single Family category. It is realized that a significant portion of this area is presently not developed to urban density, but

considering growth trends, it is anticipated that such densities will be reached by the year 2000. Population studies indicate that future population will attain a density of 6 to 8 people per acre in this particular area. With this influx of people and increase in residential build-up, there will be an accompanying increase in commercial developments and service oriented businesses. Having this in mind the Lake Oswego Planning Commission is currently conducting an aerial study around the easterly terminus of the proposed facility to determine possible changes in land use and rezoning of property.

Since Clackamas County will acquire all properties needed as right-of-way for the project, the County officials are well aware of all the implications of property negotiations and acquisitions. The alignment chosen by the County has been laid out in such a manner that it traverses open land and no one will be required to be relocated from his home, farm or business. In those areas where properties are drastically severed, the County will either purchase the remaining small odd-shaped parcels or pay damages caused by the severances.

From the westerly terminus, the first 1,300 feet of the project traverses a brushy swamp-like area. The next 3,500 feet passes through open pasture land, and the remaining portion crosses undeveloped property in small and large tract ownerships. Clearing operations will involve mostly the removal of brush and similar low growing vegetation, and a minor amount of merchantable timber. No existing agricultural operations will be impaired. Since the project is totally on new alignment, accesses to the proposed facility will be permitted only where absolutely necessary and as a result of right-of-way negotiations. Access to existing roads will continue to serve adjacent properties.

Right-of-way acquisition will involve negotiations with fourteen land owners for sixteen separate parcels of property amounting to a total of 20.84 acres of land. The size of takings range from a maximum 14.4 acres to a minimum 50 square feet. The properties will be appraised and owners will be offered fair market value. All appraisals, negotiations, and acquisitions will be in conformance with State and Federal statutes and regulations regarding right-of-way acquisitions and relocations.

Any open burning associated with the project will be done in strict accordance with OAR's set by the State Department of Environmental Quality. Forced-air pit incineration may be used in place of open burning in an effort to reduce emissions.

Fugitive emissions of dust during construction will be controlled in accordance with DEQ-OAR by stabilization of construction areas by watering, oiling, chemical treatment, or physicial containment.

Noise levels will increase significantly in the proposed project corridor when traffic is suddenly placed on the completed facility. Noise, as measured from the proposed four-lane facility, will reach a predicted level of 70 DBA for 10 per cent of the time. Land uses along the alignment are primarily open agricultural lands with the closest residence approximately 100 feet from the proposed roadway. Although not required for this project, the Federal Highway Administration's goal noise level of 60 DBA for residential land uses will be met at these locations. It is further expected that noise levels will decrease somewhat on other routes in the area as traffic is diverted from these routes to the new facility.

Introduction of automotive air pollutants into the completed project corridor is unavoidable, however, studies show that predicted traffic levels will not cause ambient concentrations to exceed federal standards and consequently will not have an impact outside the arterial right-of-way. Future land development in the vicinity of the roadway would tend to further degrade air quality; however, impact assessment is highly speculative and is considered minimal at this time. Air quality along several existing congested roadways will be improved as traffic volumes are diverted to the new route.

Seeding and mulching for erosion control and visual improvement will reduce the visual impact of newly exposed roadside slopes.

This project does not involve any publicly owned recreation sites, parks, wildlife refuges, game management areas or fish producing streams, nor are there any registered historical sites involved.

It is our conclusion, therefore, that the development of this proposal has been conducted according to current procedures conceived to ensure environmental consideration, and that every step necessary to minimize adverse effects has been and will continue to be exercised by responsible officials.

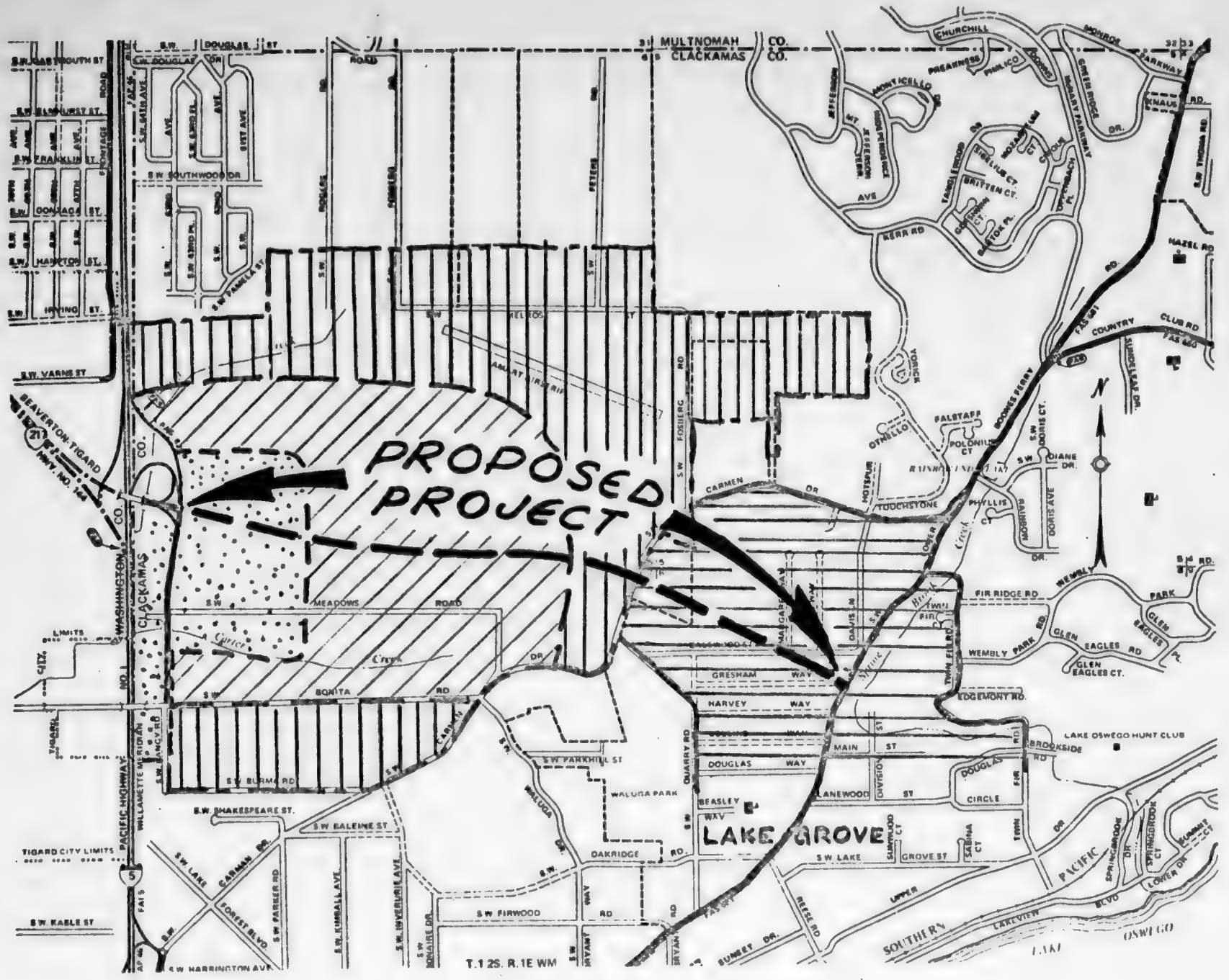
REFERENCES:

Georgii, H.W.; Busch, E.; Weber, E.; "Investigation of the Time and Space Distribution of Carbon Monoxide in Frankfurt AM Main."

Comprehensive Plan, Clackamas County, 1971.

Comprehensive General Plan, Lake Oswego

A Traffic Safety Study and Arterial Street Plan for City of Lake Oswego, CH2M, 1970



S. TIGARD INTERCHANGE - S.W. BOONES FERRY RD. SECT.

I-5 - LAKE GROVE ROUTE

Clackamas County

- PLANNED COMMERCIAL
- HIGH-DENSITY RESIDENTIAL
- MEDIUM DENSITY PLANNED RESIDENTIAL
- SINGLE FAMILY

8341

RP

RECEIVED
MAY 25 1972
FOR FILING

April 10, 1972

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, Oregon 97045

MISC. CONTRACTS and
AGREEMENTS No. 47467

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the purchase of right-of-way for a new roadway extending from South Tigard Interchange to Boones Ferry Road on FAS 943.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc H. S. Cox
(conf. agree. att.)

RECEIVED
COUNTY & CITY SECTION

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

March 6, 1972

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: FAS 943 - Kruse Way

Clackamas County Public Works Department has reviewed the Agreement relative to the right-of-way acquisition for Kruse Way and requests that the following corrections be made to the agreement:

Under "Recitals" Section 1. Kruse Way has not officially been accepted as a County road. As you can well imagine, if there is no physical right-of-way the County cannot describe the County road which will ultimately be accepted. I would request that this Section be altered making reference to a designated Federal Aid Secondary route and, also, referring to the establishment of a future County road, which establishment would occur after acquisition of the right-of-way.

Under Section 3, the last statement alludes to the fact that there should be an Oregon project number assigned to this particular job.

Under Section 4, the last sentence makes reference to all of the rules and regulations which must be followed by the County in acquiring right-of-way. This sentence is extremely difficult to grasp since it makes reference to Federal Aid Secondary project, Federal Aid Road Act, Federal and State laws, relocation assistance and Oregon State project number, all of which are somewhat bewildering. Could this statement be condensed to one, single all-encompassing requirement?

Under "General Provisions" Section 1, reference is made to the South Tigard Interchange-Boones Ferry Road section of I-5-Oak Grove Road. This is an error. There is no Oak Grove Road in the general

area of this road alignment. This particular road does lead to an unincorporated area referred to as Lake Grove. I would suggest that we make reference to this particular route as Kruse Way, between the South Tigard Interchange and the Boones Ferry Road and that we might make reference to the fact that it is in close proximity to the Lake Grove community.

Unexecuted copies of these agreements are being returned to you for correction. Once these corrections have been made, please return them to this Department for appropriate execution.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK/mak
Encls.

Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon 97045

February 24, 1972

Attn: Mr. John McIntyre
Director of Public Works

Revised agreement sent 3/27/72

Gentlemen:

Enclosed are two copies of an agreement in connection with the purchase of right-of-way for S. Tigard Interchange-Boones Ferry Road Section, Kruse Way, FAS 943.

This agreement covers, among other things, State and County participation in costs and provides for an advance deposit to be made by the County.

If satisfactory, please sign, have the County Clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

HR

for H. S. Cox
County and City Engineer

HR:ljt

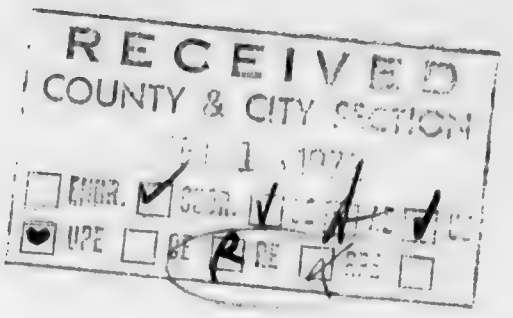
Encl.

fas 943
Clack Co

City of Lake Oswego

Y - rec'd Lake Oswego + Clack Co Rds

February 17, 1972



City-County Division
State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

Reference is made to attached copy of letter dated January 13, 1972, and directed to this City by the Clackamas County Board of Commissioners. We note that a copy was directed to your office.

The City Council of Lake Oswego, meeting in regular session on February 15th, approved the name "Kruse Way" for the facility which will extend from the South Tigard Interchange to S. W. Boones Ferry Road.

We have advised the Board of Commissioners of this action.

Very truly yours,

CITY OF LAKE OSWEGO

Norman L. Croy
Assistant City Manager

NLC:hb

City Hall • 40 A. Avenue • Lake Oswego, Oregon 97034 • Telephone – 636-3603

COUNTY OF CLACKAMAS

BOARD OF COMMISSIONERS

OREGON CITY, OREGON 97045

655-3311

ROBERT SCHUMACHER, CHAIRMAN
FRED STEFANI, COMMISSIONER
THOMAS D. TELFORD, COMMISSIONER

January 13, 1972

RECEIVED
COUNTY & CITY SECTION
JAN 19 19
ENGR. OPER. U2E CE RE RSE

Lake Oswego City Council
City Hall
Lake Oswego, Oregon 97034

Gentlemen:

Clackamas County is proceeding with the right-of-way acquisition for a facility from the South Tigard Interchange to S. W. Boones Ferry Road. Only the right-of-way funds are programmed at this time, with construction presently planned within the next 2 to 3 years. The Highway Department has requested that we name this section of road, so that they might have a simple road name as a project reference.

In previous dealings with the City we have committed highway improvements on the basis that we would build the facilities to city standards provided they will accept the facilities once the construction is completed. We realize that not all of this facility lies within the city limits at this time and that your only obligation will be to accept the portion which lies within your legal boundaries. Assuming that you will ultimately have control of this facility, it appears to us that you might wish to supply the name to the State Highway Department which would be appropriate and in keeping with your street name policies. If you desire to name the facility, please provide the City-County Division of the State Highway Department your choice. If not, please let us know and we will supply the name necessary.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

/PW

cc: City-County Division-OSHD
Public Works Department

JAN 1972
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ADT _____ DHV _____

_____ _____ SAFETY: _____

MEMO TO R. N. CHASE Date: January 11, 1972

FAS 943, Clackamas COUNTY, S. Tigard Intchge.-Boones Ferry Road SECTION

TERMINI: Beginning at the interchange of I-5 and FAS 628 and extending to FAS 681 in the city of Lake Oswego.

PROPOSED WORK: Acquisition of right-of-way.

PROJECT LENGTH: 1.4 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	175,000	105,000	35,000	35,000	

EXISTING FACILITIES: New section.

ADJACENT SECTIONS:

NORTH/EAST END: FAS 681

SOUTH/WEST END: I-5

SW-59N(1)

PROJECT DATA: Acquisition of the right-of-way for a new 68' curbed roadway which is to have four 12' travel lanes, 16' median and 2' shy distance from the curbs. Pave full width with AC. There will be no sidewalks.

RIGHT-OF-WAY: 120' minimum.

ACCESS CONTROL: Limited to location.
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No exceptions to standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Corridor hearing 12/9/69 Design hearing 4/15/70
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This new route will provide an improved access for the city of Lake Oswego to I-5.

Park and recreation area affected - None affected
Relocation assistance - No one to be moved; no assistance needed.

Social, economic & environmental effects considered - Yes
Location and design approved - 9/15/70
Clearinghouse approved - 3/10/70
~~Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.~~
CRAG - 4/29/70
Corridor approval - 2/20/70

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FOR FILING

January 3, 1972

Oregon State Highway Commission

Gentlemen:

The attached tabulations describe three proposed Federal Aid Secondary projects, one in each of Clackamas, Deschutes, and Yamhill Counties.

The request by Clackamas County is for a right-of-way project on the South Tigard Interchange-S.W. Boones Ferry Road Section (FAS 943). The FAS funds required for this project are estimated to be $175,000, of which $35,000 will be the cost to the State.

Deschutes County is requesting a street improvement project in the city of Redmond on the Canal Boulevard-South Railroad Boulevard Section on Antler Avenue (FAS 926). This project is to include grading, curbing, paving, a structure, and the signalization of a railroad crossing. The FAS funds required for this project are estimated to be $130,000, of which $26,000 will be the cost to the State.

The request by Yamhill County is for a street improvement project in the city of Sheridan on the West City Limits-Mason Street Section on Mill Street, FAS 907. Also included will be the signalization of a railroad crossing. The FAS funds required for this project are estimated to be $135,000, of which $27,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects is estimated to be $440,000 of which $88,000 will be the cost to the State.

These items will be on the agenda for the January 11 meeting, and I recommend your approval.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: Floyd Query
George M. Baldwin
F. B. Klaboe
Gary L. Ross
Gary L. Sund

F. D. Morgan
C. T. Keasey

H. S. Cox
V. E. Skoog

L. H. Young

HR:llt kw

HR:ljt
Att.

To

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FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 28, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Proposed FAS-C Projects

Attached are twelve copies of the tabulations describing three FAS-C projects, one in each of Clackamas, Deschutes and Yamhill Counties.

Clackamas County is requesting a right-of-way project on the S. Tigard Interchange-S.W. Boones Ferry Road Section, FAS 943. This same section was approved by the Highway Commission as a construction project at the September 30, 1969 meeting.

The request by Deschutes County is for constructing the Canal Blvd.-S. Railroad Blvd. (Redmond) Section on Antler Avenue, FAS 926. Included will be signals for a railroad crossing and a structure.

Yamhill County is requesting a street improvement project on the West City Limits-Mason Street (Sheridan) Section of Mill Street, FAS 907. This project is also to include the signalization of a railroad crossing.

If satisfactory, would you please submit these projects to the Highway Commission for approval at the January 11, 1972 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson by O.H.H.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
Att.

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DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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fas 943
Clack Co

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
655-3311

ROBERT SCHUMACHER, CHAIRMAN
FRED STEFANI, COMMISSIONER
THOMAS D. TELFORD, COMMISSIONER

November 17, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

ATTENTION: H. S. Cox
City-County Engineer

Gentlemen:

Clackamas County submitted an application to the Oregon State Highway Commission for an FAS route from the South Tigard Interchange easterly to Boones Ferry Road on January 20, 1967. A Corridor hearing was held on December 9, 1969 and the Design hearing on April 15, 1970 for this route. By our letter of August 24, 1970 we approved the project and stated that it should proceed on the alignment determined by the State Highway Department engineering personnel.

The County had programmed $145,000.00 in its fiscal 1971-72 budget for the right-of-way acquisition on this project. Subsequent to the adoption of the budget, a referendum was filed against the increase in vehicle registration fees resulting in a net loss of revenue to this County of approximately $240,000.00. The County was then faced with readjusting its budget to conform to the reduced revenue.

It has occurred to this Board that we could proceed with this project and at the same time make up some of our lost revenue if the right-of-way acquisition were made an FAS project. Therefore, we are hereby requesting the establishment of a Federal Aid Secondary project for the acquisition of right-of-way on the South Tigard Interchange-Boones Ferry Road section of FAS 943.

The Public Works personnel has estimated the total right-of-way cost to be approximately $145,000.00. To this figure an additional $30,000.00

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should be added to cover contingencies, expense of title reports, outside appraisals and other related work. Therefore, Clackamas County's total project request is for $175,000.00.

The approval of this project by the Oregon State Highway Commission and the establishment of a project fund for right-of-way acquisition is being eagerly awaited by Clackamas County.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

PW/

RECEIVED
OCT 23 1970
FOR FILING

OSHD (R L Porter)
F Klaboe

Box 3001
Salem OR 97310

October 20, 1970

08-35.1/FAS 043

NOTED
R. L. PORTER

Mr. Gordon E. Martin
12265 SW. 72nd Avenue
Tigard OR 97223

Dear Mr. Martin:

Your letter of October 16 requested clarification of the statement that was contained in my letter of October 5.

It must be recognized that the notation "Future county road connection. By others.", is on the plans approved May 13, 1966 for the Interstate project. Therefore the "By others" would be other funds." The interchange was designed from the information available prior to the I-5 test system. The change in land use and the proposed commercial use of approximately 300 acres adjacent to I-5 and the county route is the result of county action.

While we agree that sufficient land should be preserved for future improvements, the extent of the improvements must be financed by some source of funds. Since the funding will be a responsibility of the connecting road, then the responsibility for the design will be in accordance with the agency responsible for that road. Therefore you should make your wants known to the appropriate agency.

When a request is submitted to this office for review you may be assured that it will be carefully considered.

Your interest is appreciated.

Sincerely,

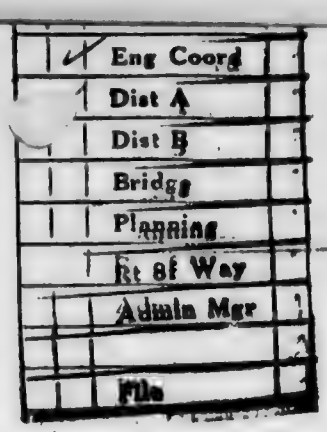
Original Signed by
R. E. Simpson

R. E. Simpson
Division Engineer

RESimpson.mig

cc:
Region (08-00.1)
OSHD (R L Porter)

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER



12265 S. W. 72nd Ave.
Tigard, Oregon 97223
October 16, 1970

Mr. R. E. Simpson
Division Engineer
U. S. Department of Transportation
Federal Highway Administration
Region Eight
Box 300
Salem, Oregon 97308

Re: 08-35. 1/FAS 943

Dear Mr. Simpson:

Your October 5, 1970 letter to me contains the following statement:

> "As explained, after completing an Interstate interchange, the upgrading, adding, or revising of an interchange is at the expense of the connecting road."

That statement raises certain questions:

1. Does the notation "Future county road connection. By others.", as noted on plan approved May 18, 1966, mean that changes in the interchange on I-5 at the Beaverton-Tigard Expressway made necessary by the connection of FAS 943 are the responsibility of the Interstate system?

2. If FAS 943 is financially responsible for the changes, what is the extent of that responsibility, and how will it be determined? It appears that the connection will require more extensive interchange structures than it would if FAS 943 were not connected.

I have discussed the foregoing with Mr. John McIntyre, Clackamas County Director of Public Works. He indicated that he had no knowledge of any county responsibility for changes or improvements to the interchange.

On October 12 the Clackamas County Planning Commission approved the "programing" for commercial use of approximately 300 acres adjacent to I-5 and the FAS route. At that time, at my suggestion, and in the interest of preventing such new developments from obstructing future interchange improvement, Mr. McIntyre informed the Clackamas County Planner that amendment of the development pattern as requested should not be construed as jeopardizing the reconstruction of the interchange, and that the Department of Public Works would strongly recommend that sufficient land be set aside for the future reconstruction of the interchange as a condition to future development of the property. He also told me that he would ask personnel of the State Highway Division to prepare preliminary sketches for future interchange improvements for the purpose of determining the land to be set aside for the interchange.

You are aware of my position that a free-flowing exchange of traffic between the south legs of I-5 and Highway 217 must be continued to prevent jeopardizing public safety.

In addition to the above action of the Clackamas County Planning Commission in amending its development pattern to project the commercial use of approximately 300 acres adjacent to I-5 and the FAS route, it now appears that questions concerning the Oswego Bypass shown on the G-5 test system have been at least informally answered by the general consensus that the Bypass will not be built. Therefore, I believe it is very important to determine now:

1. The financial responsibility for future changes to the interchange caused by the connection so that they may be expeditiously accomplished when needed; and
2. That sufficient land be preserved for such interchange improvements.

I would very much appreciate your further comments concerning these matters.

Very truly yours,

Gordon R. Martin

Gordon R. Martin

FORM E-30 (4-70)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 14, 1970

To:

MEMO TO FILE

SUBJECT:

Memo from Gordon R. Martin
I-5 - ORE217 Interchange

Clackamas County proposes to build a facility between I-5 and Lake Oswego tying into I-5 at the South Tigard Interchange. Mr. Gordon Martin has become quite concerned about the design of this interchange. He contends that traffic using the at-grade intersections will become so congested that there will be several backups onto I-5 creating a serious condition.

In conjunction with this, Mr. Martin has contacted several Highway Division representatives concerning the design at this interchange. During my discussions with Mr. Martin, it seems that the main difference of opinion is that he disagrees with the socio-economic projections made by Wilbur Smith and Associates in the area adjacent to I-5. He feels that if the County builds a facility such as that proposed, the land development will be significantly different than proposed by Wilbur Smith making our traffic analysis invalid.

I explained to Mr. Martin the transportation planning process indicating that any change in the land projections developed by Wilbur Smith would have to be made by the Technical Advisory Committee. I pointed out that if the local unit of government felt that the projections prepared by Wilbur Smith were not valid, they should work through the Technical Advisory Committee in the continuing planning process to assure that the proper changes are made.

Attached is a copy of a memorandum to me from Mr. Martin pointing out several areas of disagreement. Although many of the points that he brings up are with geometric design, the reason for his concern is that the design hour volumes we used are considerably lower than he feels will actually exist. Again, this is because of his feeling that Wilbur Smith projections are not accurate.

I wanted to clarify the paragraph in which Mr. Martin indicates that Jay Blair and he generally agreed that land use projections for Zones 226 and 219 deserve further investigation. On the day that Mr. Blair talked with Mr. Martin, considerable evidence was shown that the actual development of the area in question strongly indicated that the projections by Wilbur Smith were not accurate. The actual changes in productions and attractions were not investigated by Jay and he stated very clearly that any changes in the land use projections would have to be made through the TAC before we would make a change. It goes without saying that all of Wilbur Smith's projections should be investigated by TAC in the continuing phase of the transportation study, and this is the point that Mr. Blair was trying to make.

Robert E. Royer
Planning Engineer

RER:ap
Attachment
cc: F. B. Klaboe

Memorandum:

From: Gordon R. Martin
12265 S.W. 72nd Ave.
Tigard, Oregon

To: Mr. Robert Royer
Traffic Survey Department
Oregon State Highway Division
Salem, Oregon

Subject: I-5 & [illegible] Hyw. Interchange, Bangy Road Intersection, and proposed FAS-943 Route

Purpose: To Provide A Record Of Discussions For Future Reference

Date: October 12, 1970

As you recall, we began discussions September 21, 1970 concerning the memorandum subject.

Basically, I conveyed my contention, which by procedure should be of public record, that the extension of Hwy. 217 easterly as presented at the April 15, 1970 FAS-943 public hearing could be expected in effect to create traffic delay phenomenon, "queuing," almost immediately to I-5 traffic movements and eventually to 217 traffic movements.

Previous to 9/21/70 your staff's evaluation of the ability of the subject interchange, plus Bangy Road, and FAS-943 to serve 1990 projected peak hour traffic showed that with addition of lanes and two phase signalization the 1990 PHT movements could be accommodated.

You indicated that you rely on the 1968 Wilbur Smith Report as a primary source of data, but your efforts to update "traffic zones" as shown in the Smith Report are continuous.

After studying the data and statistical methods available to your staff, I disagreed with the results of the evaluation on the basis of the following:

(1) Land use projections for zones 219 & 226 concerning "trip generation" as used in projection equations were too low.
(2) That a minimum of three phase signalization instead of the suggested two phase will be required.
(3) Procedures for evaluating "arterial" and "collector" type intersections cannot validly be applied because of the critical effects of exceeding interchange capacity even briefly.
(4) From a practical standpoint I-5 to 217 "loop" movement will be via one lane through a signal. Therefore, it is illogical to expect a 1990 PHT of 1150 to pass through a signal with thirty minutes of "green time."
(5) That any significant movement of traffic to FAS-943, if connected as projected, or Bangy Road via the "loop" can be expected to stop all traffic on the "loop" when the "holding capacity" south of the "decision point" on the "loop" is exceeded. We agreed that the present "holding capacity" of this intersection segment is ten vehicles per lane with one lane presently existing.
(6) Loaded trucks are presently "coasting" around the "loop." The effect of slowing or stopping loaded trucks on the "loop" will result in a great diminition of "loop" capacity.
(7) In the absence of a local "grid system" and the tremendous dependence on the subject interchange by a large local area much of which is "ripe" for development, the weakness of traffic prediction as to local vicinity interchange trip generation can be easily demonstrated. This is because parameters assigned to trip projection multiple linear regression equations or to a "gravity model" type formula must be derived rather arbitrarily on the basis of existing studies and information whose validity is easily questioned because of rapidly changing conditions.

X

NOTED
JAY W. B[illegible]

[illegible] GEORGE
ROUTED
R.E. ROYER

(8) The result of allowing FAS-943 to connect presently planned or as any direct extension of Hwy 217 can reasonably be expected to create hazards to public safety which may be economically and/or physically impossible to correct in the future.

(9) Since location and design of roadways and their intersections are the prime determinants of land use; those responsible for the just mentioned determinants are initially and considerably responsible for the "character" of land development. Because this is the case; the expected effect of new, changed, or improved transportation facilities should be incorporated into your equations for evaluating adequacy of road and intersection design. It is my understanding that your freedom to project effects on undeveloped property is limited to an extent by procedural regulations. This, I believe, is a primary reason that in the subject case your adequacy evaluation conclusion is in error.

Particularly: after my discussions with Mr. Jay Blair on September 22 & 23 concerning zones 226 and 219 and evaluation of various pertinent materials with him, I feel that he and I generally agreed that land use projections for zones 226 & 219 deserve further investigation and might effect your staff's conclusions.

Regardless of what effect further investigation may have on your projected PHT movements; from a statistical standpoint everyone should realize that <u>it is impossible</u> to assign a mathematically defensible "confidence interval" to the subject projections as too many indeterminates still exist. Therefore, due to the critical consequences of under prediction, a most cautious use of PHT predictions is indicated!

The primary result of our discussions has been to focus attention on the need for improved methods for providing your staff with current, realistic land use projections and pressures from authoritative sources.

You informed me on September 26, that it had been decided that the proper method of accomplishing this goal was through CRAG. On the same day I notified Dick Milbrodt, Washington County Administrator, and Steve Telfer, Tigard City Administrator, of this decision. They indicated an enthusiasm and anxiousness to co-operate.

Briefly: in summary as to the subject interchange, after careful analysis of the various suggested methods of correcting problem areas, my strong conviction remains; <u>that as more restraints are placed on the exchange of traffic between the I-5 Freeway and the 217 Expressway the capacity of exchange will diminish.</u> Since the nature of I-5 & 217 traffic make this exchange capacity unquestionably highly critical to public safety, the connection of the FAS-943 Route as a direct continuation of 217 or as a four lane facility connecting in close proximity to 217's termination cannot be justified until provisions are made for a "free flowing" exchange of traffic between I-5 & 217 as a minimum condition.

Thank you for the courteous treatment extended me during our discussions. I believe they have focused more attention to the "interaction" of land use with roadway, interchange and intersection location and design. Hopefully, they will have the effect of improving everyone's understanding of the Highway Division's role in achieving the land planner's goal of regional land use in conformance with "highest and best uses" for the benefit of the general public.

cc. Messrs. Chandler, Cox, McIntyre, Milbrodt, Simpson, Stefani, Telfer

R1

Box 300
Salem OR 97308

October 5, 1970

08-35.1/FAS 943

Mr. Gordon Martin
12265 SW. 72nd Avenue
Portland OR 97223

Dear Mr. Martin:

As we discussed today concerning FAS Route 943, a review has been made of our files, which indicates:

1. FAS Route 943 was approved as an addition to the system on August 7, 1969.

2. The description reads: From I-5 and FAS 628 southeast of Tigard easterly to FAS 681 in Lake Oswego. The length of the route is 1.4 miles, and it is a part of the county system.

3. A proposal to improve the project was submitted to the State clearinghouse on February 9, 1970, and it was approved on March 10, 1970. The Columbia Region Association of Governments acts as the metropolitan clearinghouse and approved the project on April 18, 1970, after being submitted on February 9, 1970.

4. A corridor hearing was held on December 9, 1969, and approved by the Oregon State Highway Division on March 2, 1970. A design hearing was held on April 15, 1970, and this hearing was approved by the Oregon State Highway Division on September 3, 1970.

   The hearings were conducted by the County. Approval actions have been made by the State, which is in accordance with accepted procedures.

(more)

R. L. PORTER
P. B. MARRE
OCT 7 10 AM

RETURN TO

cc to Cop - Jorge - Schroeder
2pp 10-9-70

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OFFICE OF
STATE HIGHWAY ENGINEER

5. No programs have been submitted to this office for approval. At the time a program is submitted, certification as required by Section 128 will be submitted with the State's request.

As explained to you, the project was initiated by the County and is a part of the county system. Copies of Sections 105, 117, and 128 of Title 23, U.S.C. are enclosed for your information.

Further review of the files indicates that State Route 217 was constructed with Secondary funds as part of the State system and the interchange on I-5 with Interstate funds. Plans were approved on May 18, 1966. The proposed routing of Route 943 to the east was anticipated in the original design and an opening in the access lane was provided, as indicated by plan notation, "Future county road connection. By others."

It is interesting to note that a Federal Highway Administration representative who attended a meeting with the State and County on November 24, 1969 - which was called by the County understood that the project proposed was an arterial street and not the freeway shown on the G-5 test system for the metropolitan area. It was further concluded that the west end of the project will have to be relocated to provide right of way for an adequate connection between the new section of Interstate 5 and the Beaverton-Tigard Highway. As explained, after completing an Interstate interchange, the upgrading, adding, or revising of an interchange is at the expense of the connecting road.

As you are aware, the project as proposed provides for a 68-foot width roadway. This includes four 12-foot travel lanes, a 16-foot median, and 2-foot curb offsets.

Because the project is being initiated by the County and matching funds provided by them, your suggestions should be presented for County consideration.

Your interest in the project is appreciated.

Sincerely yours,
Original Signed by
R. E. Simpson

R. E. Simpson
Division Engineer

Enclosures
Secs 105,117,128

cc: Region (08-00.3) - OSHD (R L Porter)
Simpson:nig

September 23, 1970

Mr. S. J. Perkins
Winmar Pacific Inc.
505 Madison Street
Seattle, Washington 98104

Re: S. Tigard Interchange-S.W. Boones
FAS 943
Clackamas County

Dear Mr. Perkins:

One print of each of the Federal Aid sheets #3, 4 and 5 showing the proposed plan and profile along with Federal Aid sheet #2 showing the intended typical sections for the subject project are enclosed. Please keep in mind that these are subject to change.

A billing for these prints will follow.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Harold Reynoldson
Rural Program Engineer

HR:ljt
Enc.

cc: Mr. Winston Kurth

WINMAR PACIFIC, INC.

A SHEET COMPANY
505 WADSON STREET SEATTLE WASHINGTON 98134 TELEPHONE (206) 282-4700

September 15, 1970

Mr. Harold Reynolcson
Rural Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Reynolcson:

I just received your letter of September 10, 1970 regarding the location plan of the S. Tigard Interchange S. W. Boones Ferry Road Section, FAS 943. Would it be possible for your office to transmit a profile showing the prooosed elevation along this right-of-way together with a typical section of the road itself.

Thank you very much.

Yours very truly,

WINMAR PACIFIC, INC.

S. J. Perkins

SJP:hj

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SEP 21 1970
ENGR. CONST. UTILITIES
UPE CE RE RPE

SEP 16 1970

☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ TE ☐ CE ☐ RE ☐ RPE ☐

September 16, 1970

Mr. S. J. Perkins
Winmar-Pacific, Inc.
505 Madison Street
Seattle, Washington 98104

Dear Mr. Perkins:

Mr. Douglas J. White, Jr., requested that we send you one copy of each of the following:

Location Plan (this is the field location map) of the S. Tigard Interchange-S.W. Boones Ferry Road Section, FAS 943, and the

Federal Aid sheets 4, 5 and 6 of the Country Club Road-Harvey Way (Lake Oswego) Section, FAS 681.

I wish to remind you that these are still in the preliminary stage and are subject to change.

Very truly yours,

H. S. Cox
County and City Engineer

By: HR
Harold Reynoldson
Rural Program Engineer

HR:ljt
Enclosures

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 222-9981
CABLE ADDRESS: "ROBCAL"
WASHINGTON, D. C. OFFICE
1307 WYATT BLDG.
777 14TH ST. N. W.
TEL. 628-6280

ROBERT T. MAUTZ (1905-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER

ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR
STEPHEN B. HILL
BEN LOMBARD, JR.
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR.
ANDREW F. FINK

EDWIN D. HICKS
COUNSEL

September 15, 1970

Mr. Harold Reynoldson
Rural Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

Thank you very much for your assistance and cooperation in forwarding to us a print of the South Tigard Interchange-Boones Ferry Road and of each of the Federal Aid sheets.

We would appreciate your further cooperation in forwarding a like set of prints directly to: S. J. Perkins, Winmar-Pacific, Inc., 505 Madison Street, Seattle, Washington 98104 - again billing us for any costs involved.

To make it easier for you to identify the prints desired, we are listing below the information contained on the maps:

Location Plan South Tigard Interchange - S. W. Boones Ferry Road "Bonita Route FAS-943", March, 1970.

Country Club - Harvey Way (Lake Oswego) Section FAS-681, Clackamas County, Federal Road Division No. 8, State of Oregon, Sheets 4, 5 and 6.

Thanks in advance for your courtesies.

Very truly yours,

Douglas J. White, Jr.

DJW:mc

RECEIVED
COUNTY & CITY SECTION
SEP 1 1970
☑ ENGR. ☑ GEOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

RECEIVED
MAY 8 1970
FORM E-30-X (12-67)
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 5, 1970

SUBJECT: Section 204 Review by CRAG of 17 Projects

To: L. H. Young
Programming & Planning Engineer

B U I L D I N G

Attached is a letter from Mr. Homer C. Chandler, Executive Director of the Columbia Region Association of Governments (CRAG), the designated 204 review agency for the Portland Metropolitan area, indicating that the seventeen proposed projects listed by him have been reviewed and endorsed by the Executive Committee of CRAG. CRAG requests favorable action be taken on these improvements.

Four of the projects listed in Mr. Chandler's letter have previously been given a 204 review and approval by CRAG. Those projects are listed below with the date route documentation was submitted to your office.

1. Item 6. Sunset Highway, Wilson River Junction-North Plains Section. 204 review forwarded December, 1969.

2. Item 7. Pacific Highway East, Ross Island Bridge-Reedway Section. 204 review forwarded April, 1969.

3. Item 8f. Johnson Creek (Foster Road) Bridge, FAS 639. 204 review forwarded August, 1969.

4. Item 9b. Beaverton-Hillsdale Highway, Beaverton-Jamieson Road Section. 204 review forwarded July, 1969.

Those projects listed in Mr. Chandler's letter which have not previously been given acceptance under a 204 review are:

1. City of Portland. TOPICS. Signalization on SE Stark and Washington Streets.

2. City of Portland. TOPICS. Signal Installation. Oswego Highway at SW Bancroft Street

3. City of Portland. TOPICS. Signal Installation. Cascade Highway at SE Mill Street.

NOTED
TOM EDWARDS

8261

4. NE Portland Highway, NE 60th Avenue-Sandy Blvd. Section.

5. Clackamas Highway, Eagle Creek-Estacada Section.

6. Murray Boulevard, FAS 630, Farmington Road-SW Allen Avenue Section.

7. Lower Columbia River Highway, Columbia County Line-Burlington Section.

8. Arndt Road, FAS 117, Air Strip Road-Pudding River Bridge Section.

9. Clackamas Highway, Hogan Road-Boring Section.

10. Boones Ferry Road, FAS 681, Country Club Road-Harvey Way Section.

11. FAS 943, South Tigard Interchange-Boones Ferry Road Section.

12. FAS 574, Columbia County-Old Portland Road Section.

13. 72nd Avenue, FAS 944, SW Hunziker Street-Lower Boones Ferry Road Section.

Robert L. Schroeder
Assistant Traffic Engineer

WDA:ap
Attachment
cc: Tom Edwards
H. S. Cox
R. N. Chase
R. E. Royer

8261

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON *Cities in Clackamas County* | CLARK COUNTY, WASHINGTON *Cities in Clark County* | MULTNOMAH COUNTY, OREGON *Cities in Multnomah County* | WASHINGTON COUNTY, OREGON *Cities in Washington County*

April 29, 1970

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Young:

Please be informed that the Executive Committee of the Columbia Region Association of Governments did on April 17, 1970, review and endorse the following proposed Oregon State Highway projects.

1. TOPICS Projects in the City of Portland:

   a. East Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington cplt.

   b. Oswego Highway at S. W. Bancroft Street

   c. Cascade Highway at S. E. Mill St.

2. N. E. 60th Avenue-Sandy Blvd. Section N. E. Portland Highway.

3. Eagle Creek-Estacada Section Clackamas Highway.

4. Farmington Road-S. W. Allen Avenue Section FAS 630.

5. Columbia County line-Burlington Section Lower Columbia River Highway.

6. Wilson River Junction-North Plains Section Sunset Highway.

7. Ross Island Bridge-S. E. Reedway Section Pacific Highway East.

8261

8. Clackamas County:

a. Air Strip Road-Pudding River Bridge Section FAS 117.

b. Hogan Road-Boring Section FAS 129.

c. Country Club Road-Harveyway Section FAS 681.

d. South Tigard Interchange-Boones Ferry Road Section FAS 943.

e. Columbia County Highway-Old Portland Road FAS 574.

f. Multnomah County-Johnson Creek (Foster Road) Bridge Section FAS 639.

9. Washington County:

a. S. W. Hunziker St.-Lower Boones Ferry Road Section FAS 944.

b. Beaverton-Jamieson Rd. Section-Beaverton-Hillsdale Highway.

Sincerely yours,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:jec

8261

RECEIVED
APR 29 1970

FOR [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 28, 1970

To: Mr. D. J. Barbee
Design Engineer
BUILDING

Attention: Mr. P. L. Carstensen

SUBJECT: S. Tigard Interchange-S.W. Boones Ferry Road Section
FAS 943
Clackamas County

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the county and by the Highway Commission.

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

CARSTENSEN

NOTED
4-29-70
W. H. TEBEAU

BP 92475-734

Form E-369 (Revised)

OREGON STATE HIGHWAY DEPARTM.

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 503-1448 Highway FAS 943, "Bonita Route" Section S. Tigard Interchange - S.W. Boones Ferry Road

Highway Class A (4) Date April 13, 1970

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (Hard Copy).
	X			b. Small Scale Ownership Map.
	X			c. Abandonment Map.
		X		d. Vicinity Maps (PUC and Structures).
		X		e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
X				g. Location Profile.
X				h. Located Line Cross Sections.
X				i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
X				l. Coordinate Sheets.
X				m. Clearing and Grubbing Chart.
	X			n. Report on Bench Mark Recoveries (Form E-369)
	X			(1) Description of Bench Mark (Form E-185).
	X			(2) Report on Condition of Bench Mark (Form E-186).
X				o. Photostats of Deeds and Legal Instruments covering Ownerships.
X				p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
		X		q. Property Appraisal and justifications for alternate facilities.
	X			r. Preliminary Soils and Material Report.
		X		s. Statement of Source of Materials and Stockpile Site (Form E-368).
		X		t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
		X		u. Estimate for Movement of Utilities.
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
X			2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
X			3.	Have all required temporary easements been designated as to area, type and duration?
X			4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
		X	5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X		7.	Are there slide conditions apparent?
X			8.	Have you been over this project with a Soils representative?
X			9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
		X		b. Retaining Walls.
		X		c. Slope Benching.
		X		d. Hand Placed Slopes.
		X		e. Rip Rap Work.
		X		f. Irrigation Ditches.
X				g. Special Drainage Ditches.
		X		h. Channel Changes.
		X		i. Flumes.
X				j. Sidewalks, Curbs and Gutters.
		X		k. Tunnel (Drainage).
	X		11.	Is relocation of a scale site necessary?
	X		12.	Does this project involve construction of a frontage road?
	X		13.	Will there be unusual difficulty in handling traffic during construction?
X			14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature James W. Cochell
James W. Cochell Locating Engineer

Address 9350 S.W. Burnham, Tigard 97223

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

April - 1970

Unit 2 (Sta 529-55 - 78)

Item	Unit	Net Quantity	Allowance	Total	Unit Price	Amount
1- Temporary Protection & Direction of Traffic	Lump Sum	All	—	All		1,000.00
2- Clearing & Grubbing	Lump Sum	All	—	All		3,500.00
3- Removal of Structures & Obstructions	Lump Sum					2000.-
4 Common Excavation	C.Y.	3	6	6,15	1.25	21,137.50
5- Ditch Excavation	C.Y.	—	—	—	—	—
Type Surfacing		104	13	14	2.00	3,420.00
7-			—			750.00
			11	110	5.00	575.00
			1	1,910	3.50	6,944.00
			16	2-5	30.00	6,150.00
		41	11	510	5.00	2,700.00
				00	5.25	525.00
				1,710	2.25	22,132.50
					30.00	1,[illegible]
			1	23	[illegible]	[illegible]
				4470	[illegible].50	7,575.[illegible]
				[illegible]0	[illegible].00	[illegible]
17- [illegible]					15.00	15.[illegible]
				[illegible]	[illegible].00	[illegible]
19- 12' [illegible]				[illegible]	[illegible].00	[illegible]
[illegible]				[illegible]	[illegible].00	[illegible]
21- [illegible]				[illegible]	[illegible].00	[illegible]
[illegible]				[illegible]	[illegible].00	[illegible]
[illegible]				[illegible]	[illegible].00	[illegible]
25- [illegible]			1	12	100.00	1,[illegible]

Form E-49-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Summary of Cost Sheet Item No. 1 (Sta 50 - 55 + 16)

	Item		Unit	Total Quantity	Quantity	Total	Unit Price	Amount
25- Type				1	-	1	220.00	220.00
26- 6" Perf. Metal				1470	130	1600	2.50	4,500.00
27- Special Filter			Cubic	230	34	260	8.00	2,080.00
28- Concrete Curbs Type					16	141	40.00	5,760.00
29- Pond					-	2	150.00	300.00
30-					-	5	50.00	250.00
								155,477.75
	Additional							
		Supply						300.00
		Supply						200.00

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

1									2,000.00
2									14,500.00
3									
									6,500.00
4					71,911	7151	79,100	90	63,200.00
5					4513	132	1,460	2.50	3,500.00
6					345	339	20	3.00	1,460.00
7									2000.00
8					719	71		3.00	2,370.00
9						5712	6080	.45	2,678.00
10					311	53	150	20.00	15,400.00
11					191	49	27	5.00	2,700.00
12					82		100	5.00	525.00
13							2,140	2.00	96,870.00
14						155		20.00	
15							1	85.00	
16						1521	15,200	5.50	72,600.00
17								1.00	24,490.00
18					61		3	125.00	375.00
19					31			4.00	
20						12	12		
21						43	286	2.75	2,450.00
22							44	10.75	473.00
23		Sewer	P.C.		103	1	12	15.00	2,250.00
					1000	101	1110	3.00	3,330.00

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

So. Tigard Interchange - S.W. Burnham Ferry Rd.
Tigard Road (14-42)
Contract No. 4 Fed. -1710

Summary & Continuation Sheet

	Item	Unit	Quantity	Increase	Total	Unit Price	Amount
24- 12"	Sewer Pipe	L.F.	2836	284	3120	5.00	15,600.00
25- 15"	Sewer Pipe	L.F.	1144	116	1260	6.00	7,560.00
26- 15"	Sewer Pipe	L.F.	346	34	380	8.00	3,040.00
27- Manholes		Ea.	5	2	20	350.00	7,000.00
28- Type C-1 Inlet		Ea.	33	2	35	150.00	5,250.00
29			2	-	2	220.00	440.00
30-			3100	210	3310	2.50	8,275.00
31-			71	+3	74	8.00	592.00
32-			431	29	460	40.00	18,400.00
33- Type C-1 Inlet		Ea.		-	-		
34			4	-	4	135.00	540.00
35			4		4	150.00	600.00
36			1		1	175.00	175.00
37 Inlet			5		5	50.00	250.00
		L.F.					2,[illegible]
	Flagging						1500.00
	Signing						[illegible].00
	[illegible]						3,[illegible]
	Traffic Signal						25,000.00
	Traffic Control						23,000.00
							6[illegible],751.50
	Engineering & Contingencies			20%			13,[illegible]
				Total Project Cost			618,700

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

S. Fork Applegate — Carmen Dr.
Bowie Creek — 45.74
Jackson County

April - 1970

Summary of Estimate — UNIT-1 (St. 481+48 - 529)

Item	Unit	Quantity	Allowance	Total	Unit Price	Amount
1- Temporary Protection & Direction of Traffic	Lump Sum	All	—	All		1,000.00
2- Clearing & Grubbing	Lump Sum	All	—	All		11,000.00
3- Removal of Structures & Obstructions	Lump Sum	All	—	All		4,500.00
4- Common Excavation	Cu. Yd.	5,431	5,431	2.50	.75	10,862.50
5- Litter [illegible]	[illegible]	[illegible]	—	[illegible]	2.50	3,650.00
6- Trench Excavation	[illegible]	[illegible]	[illegible]	[illegible]	3.00	8,040.00
7- Finishing Roadway	Lump Sum	All	[illegible]	[illegible]		1,500.00
8- [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3.00	1,260.00
9- [illegible]	[illegible]	[illegible]	343	4,497	.35	14,154.00
10- [illegible]	Ton	[illegible]	[illegible]	425	30.00	12,750.00
11- [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3.25	6,337.50
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	30.00	33,750.00
[illegible]	[illegible]	[illegible]	5	30	25.00	4,250.00
17- [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5.50	45,815.00
[illegible]	[illegible]	[illegible]	14	70	31.00 / 125.00	10,150.00
[illegible]	[illegible]	[illegible]	15	110		13.75
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8.25	1,450.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9.25	3,425.00
[illegible]	[illegible]	[illegible]	[illegible]	100	[illegible]	2,250.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	13	130	[illegible]	1,430.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,200.00
[illegible]	[illegible]	[illegible]	34	340	[illegible]	3,740.00
24- Mailbox	[illegible]	13	1	14	350.00	4,900.00

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

April 1970

	Type	Unit					Amount
25- [illegible]	[illegible]	[illegible]	[illegible]	1	23.	150.00	3,450.00
26- [illegible]	[illegible]	[illegible]	1	—	1	220.00	220.00
27- 6" [illegible] Metal [illegible] Pipe		Lin Ft.	250	140	1570	2.50	3,925.00
28 [illegible] Inlet Katch Basin [illegible]		[illegible]	[illegible]	19	220	8.00	1,760.00
29 [illegible]		[illegible]	[illegible]	15	311	40.00	12,440.00
7 Paved Culvert [illegible] Slopes 15"		[illegible]	[illegible]	—	2		
30 " " " " 24"		[illegible]	[illegible]	—	2	135.00	54.00
31 " " " 30"		[illegible]	[illegible]	—	4	150.00	600.00
32		[illegible]	[illegible]	1	—	1	175.00	175.00
							23,512.5
							23,512.5

ENGINEER'S NARRATIVE REPORT
SOUTH TIGARD INTERCHANGE - S.W. BOONES FERRY ROAD
FAS 943 - "BONITA ROUTE"
CLACKAMAS COUNTY

James W. Cochell,
Resident Engineer

Prefix 503-1448
April, 1970

The purpose of this survey is to prepare plans, specifications, and estimate of cost for grading, paving and signalization on the South Tigard Interchange-S.W. Boones Ferry Road Section of FAS 943 "Bonita Route" in Clackamas County. Construction will provide four 12-foot travel lanes with a 2-foot shy distance on the outside and a 16-foot median. This section will be curbed with a 2-foot berm behind the curb.Left turn refuges have been provided at Bangy Road, Carman Drive, and S.W. Boones Ferry Road. The proposed alignment will use a maximum curvature of 2° with 400' spirals. There are two curves on this alignment, with total curvature deltas of 50° 07'. The maximum gradient on the centerline is 3.47 per cent. The project begins at Station 481+48, which is the easterly terminus of State Hwy. 217 at the South Tigard Interchange. The project will terminate at Station 551+76 which is at S.W. Boones Ferry Road between Harvey Way and Davis Lane.

As a part of this project, Galewood Street will be cut off. A cul-de-sac will be constructed on Galewood Street.

At the request of Clackamas County, this project has been divided into two sections. The point of division is at Carman Drive. There is a possibility that the county might want to construct the section from Carman Drive to S.W. Boones Ferry Road as part of the Harvey Way-Country Club Road Section of S.W. Boones Ferry Road.

There are 79,100 cubic yards of general excavation on this line. 62,150 cubic yards of this excavation is on Unit 1 (S. Tigard Interchange-Carman Drive); 22,700 cubic yards of the excavation in Unit 1 is excess. There are 16,950 cubic yards of general excavation on Unit 2 (Carman Drive-S.W. Boones Ferry Road; the earthwork on Unit 2 will balance.

A right of way map has been prepared for this project. Clackamas County will provide the needed right of way. At the request of Clackamas County, some of the cut slopes are 1 1/2:1 to conserve on right of way.

A storm drainage system has been designed to handle drainage throughout the project. The system has been designed to be compatible with a proposed "Master Plan Storm Drain System" for this area. In some cases, the pipes in our system are oversized in order to fit into the county system. This was done at the county's request. There are some swampy areas along the line from Station 482+00 to 495+00. There are some springs in this area also.

No special utility problems are anticipated. Some minor adjustments will be necessary. The following utilities will be affected by this project:

Lake Grove Water District
Portland General Electric Company
Pacific Northwest Bell Telephone Company
City of Lake Oswego (water lines)

There are no park areas affected by this location. There are no creeks, supporting fish life, affected by this project.

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

NOTED
H. S. COX

April 20, 1970

RECEIVED
APR 24 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: Base Design for FAS 681, 943 & 117

A review of base design data submitted to Clackamas County has been made.

The following base designs are being requested by Clackamas County for FAS projects in our County:

1. Arndt Road, FAS 117, Airstrip Road to Pudding River

Lime Treated Subgrade	6.0"
Crushed Base, 1-1/2"-0	9.5"
Leveling Course 3/4"-0	2.0"
Asphaltic Concrete	3.5"

2. Boones Ferry Road, FAS 681, Country Club Road to Harvey Way

1-1/2"-0" Crushed Base	6.0"
Plant Mix Bituminous Base	9.0"
Asphaltic Concrete	4.0"

3. Bonita Route, FAS 943, S. W. Tigard Interchange to S. W. Boones Ferry Road

Lime Treated Subgrade	6.0"
Cement Treated Base	8.5"
Asphaltic Concrete	4.0"

Copy to: Clarence Gregg
Frank Terpin
C.G. Swanson

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth
Winston W. Kurth
Deputy Director of Public Works

NOTED
MARION C. HOLMES

NOTED
R. H. PRANGE

NOTED
DON HARWELL

WWK:mak

RECEIVED
APR 3 - 1970
FOR FILING

April 3, 1970

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

Attached are two copies of a map and data sheet showing the location of five different projects for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. These projects are:

1. S. W. Boones Ferry Road, FAS 621 (Harvey Way - Country Club Road Section)
2. Clackamas-Boring Road, FAS 129 (Hogan Road - Sixth Street Section)
3. Bonita Road, FAS 943 (South Tigard Interchange - S. W. Boones Ferry Road Section)
4. S. W. 72nd Avenue FAS 944 (Hunziker Street - Boones Ferry Road Section)
5. Murray Boulevard, FAS 630 (Old Scholls Ferry Road - Pacific Highway West, Section)

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in Clackamas and Washington Counties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

WDA:bls sr

PROJECT DATA

Re: South Tigard Interchange-S.W. Boones Ferry Road Section
Bonita Route
FAS 943
Clackamas County

TYPE OF PROJECT: FAS-C

PROJECT DESCRIPTION: Grade, drain, base, curb and pave a four-lane facility 68 feet wide on a new route from the South Tigard Interchange at the junction of I-5 and the Beaverton-Tigard Highway southeasterly to S.W. Boones Ferry Road in Lake Oswego.

LENGTH: 1.4 miles

ESTIMATED COST: $750,000

NUMBER OF LANES: Four 12-foot travel lanes, a 16-foot median and 2-foot shy distances from the curbs.

INTERCHANGES: None (channelized intersections to be constructed at major road crossings.)

TRAFFIC SIGNALS: Traffic signal installation at South Tigard Interchange and at S.W. Boones Ferry Road.

ROAD CLOSURES: Galewood Street

RIGHT-OF-WAY: Variable width right-of-way plus easements to be obtained by County. Limited access right-of-way to be acquired.

EXISTING FACILITY: None (proposed project on new location.)

TRAFFIC: Estimated 1968 ADT: 3,000 (west end of project)
3,800 (east end of project)

PVMTS: Route included in G-5 Future Test System. Route corridor recommended favorably by CRAG.

RHP:ljt
3/25/70

PROPOSED LOCATION

SOUTH TIGARD INTERCHANGE -S.W. BOONES FERRY ROAD

FAS-943 "BONITA ROUTE"

CLACKAMAS CO.

SCALE: 1"=600'

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ENGINEER
COUNTY & CITY DIVISION

N

TO PORTLAND

I-5

BEGIN PROJECT STA. 481+00

Left Turn Refuges

PROPOSED CENTERLINE

Left Turn Refuges

MEADOWS RD.

CARTER CREEK

BONITA RD.

S.W.

TO SALEM

WALUGA DR.

CARMEN RD.

FOSBERG RD.

GALEWOOD

GRESHAM

HARVEY

COLLINGS

QUARRY

6 5
7 8

PROPOSED LOCATION

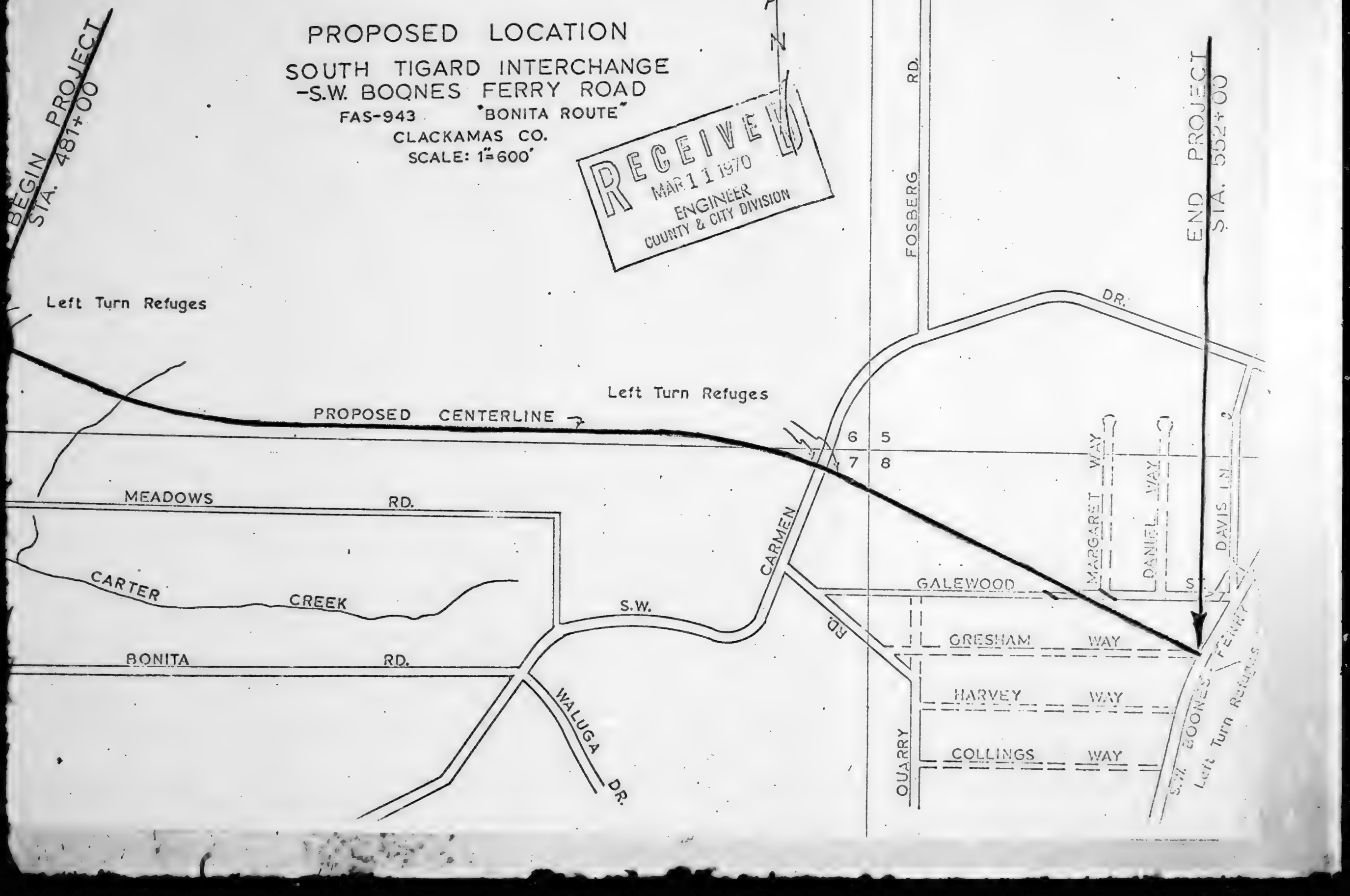
SOUTH TIGARD INTERCHANGE
-S.W. BOONES FERRY ROAD

FAS-943 "BONITA ROUTE"

CLACKAMAS CO.

SCALE: 1"=600'

RECEIVED
MAR 11 1970
ENGINEER
COUNTY & CITY DIVISION



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section S.W. TIGARD INTER. - S.W. BOONES FERRY ROAD / Highway F.A.S. 943 County CLACKAMAS Prefix

Res. Engr. L. Johnston Approx. Length 1.4 Miles. Sta. to Sta. Date

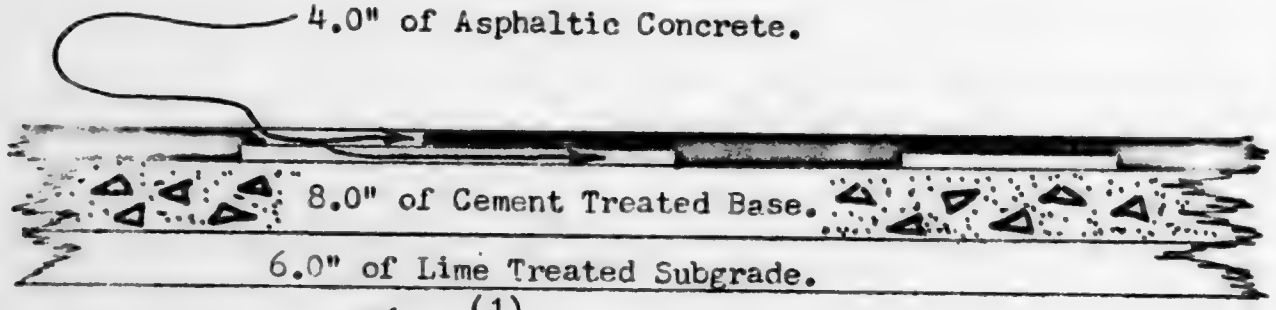
Mean

Truck A.D.T. 2.4 Traffic Coefficient 8.5 18 kip s.a. per day 78.2.

Annual Precipitation 44"± Frost Penetration - - - - - -.

(1)
Typical Soil

27	LL
7	PI
100	%P 10
71	%P200
0	%Gravel
6	%C Sand
23	%F Sand
49	%Silt
22	%Clay
7	"R" Value



	CBE Total Req.	Credit	Actual Thick.	
		[illegible]	[illegible]	AC
		[illegible]	[illegible]	CTB
		[illegible]	[illegible]	LTS
	28.0	27.5	[illegible]	

AASHO CLASSIFICATION:
A-4 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

See Page 2 for remarks.

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MAR 30 1970
FOR FILING

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by for Staff Assistant

Recommended by Engineer of Materials

Recommended by asst Construction Engineer

Approved by Asst. State Highway Engineer

SECTION: S.W. TIGARD INTERCHANGE-
S.W. BOONES FERRY ROAD

HIGHWAY: F.A.S. 943

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	~~BOXXBOX~~ XXX C.T.B.	3/4"-0 Level	Crushed Base	~~BOX~~ XXX L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	7.0"	—	—	6.0"	24.5"	16.5"
6.0 - 7.0	3.0"	6.0"	—	—	6.0"	21.5"	15.0"
5.0 - 6.0	2.0"	5.0"	—	—	6.0"	18.0"	13.0"
Cars Only	2.0"	—	—	4.0"	6.0"	13.0"	12.0"

Remarks:

Cement and Lime Treatment have been recommended as this project is practically all new alignment, and curing time will not be a problem. The mix design for the Cement Treated Base will be provided by the Materials Division at a later date. 5%± Lime will be required to obtain a Crushed Base Equivalency of 0.8".

Should substitutions be made use the "CBE" Total Requirement column to obtair the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S. W. TIGARD INTER.- S. W. BOONES FERRY RD.

HIGHWAY: F.A.S. 943

COUNTY: Clackamas

3000 Present ADT (1970)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	85	3.3	281	183	450	82,350
3	30	3.3	99	65	1000	65,000
4	10	3.3	33	22	1250	27,500
5	25	3.3	83	54	3180	171,720
6	0	---	---	---	2570	- - - -
				324	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 346,570

TWENTY YEAR EWL 6,931,400

TRAFFIC COEFFICIENT 8.5

SECTION: S. W. TIGARD INTERCHANGE - S.W. BOONES FERRY ROAD

HIGHWAY: F.A.S. 943

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made for this section as traffic does not warrant the use of C.R.P.C.C.

824

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MAR 16 1970
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R

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--
TWENTY MILE (TWENTY MILE) BRIDGE SECTION, FAS 902
PILOT ROCK-EAST BIRCH CREEK BRIDGE SECTION, FAS 758
AIRSTRIP RD.-PUDDING RIVER BR. SECTION, FAS 117
COUNTRY CLUB ROAD-HARVEY WAY SECTION, FAS 681
SW. HUNZIKER ST.-LOWER BOONES FERRY RD, SECTION, FAS 943
S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION, FAS 943
BARTH CROSSING-U.S. 30 CONNECTION SECTION, FAS 470
FRENCHGLEN HWY.-WILDLIFE HDQTS. SECTION, FAS 824

The above projects have been coordinated with the interested state agencies and all concur with the projects. The provisions of Highway Safety Program Standard No. 312 should be complied with.

The accomplishment of these projects should result in improved traffic safety on these roads.

Ed

Edward G. Westerdahl, II

Young
3-11-70

RECEIVED

NOTED
H. S. COX

SECTION: S.W. TIGARD INTERCHANGE - S.W. BOONES FERRY ROAD

HIGHWAY: F.A.S. 943

COUNTY: CLACKAMAS

"PRELIMINARY BASE DESIGN RECOMMENDATIONS"

"R" Value
Traffic Coefficient (1970-1990 Design Year) — 7 / 8.5

Crushed Base Equivalent Requirement — 28.0"

ACTUAL THICKNESS		CREDIT
4.0"	Asphaltic Concrete	8.0"
8.5"	Cement Treated Base (Minimum)	15.5"
6.0"	Lime Treated Subgrade	5.0"
18.5"		28.5"

Si,

The Resident Engineer is working up the location plans with quantities based on the section above. Should the County desire some other type section, there are numerous combinations of materials that might be selected. For any substitutions that might be made, use the "Crushed Base Equivalent Requirement" of 28.0" and the table below for equivalencies.

1.0"	Asphaltic Concrete Wearing Surface	= 2.0"	Crushed Base
1.0"	Asphaltic Concrete Base	= "	Crushed Base
1.0"	Cement Treated Base	= 1.8"	Crushed Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Crushed Base
1.0"	Stone Subbase	= 0.8"	Crushed Base
1.0"	Lime Treated Subgrade	= 0.8"	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

cc County-City
Division Engineer
Resident Engineer
Division Geologist

Handed to Winston Kirk 2/24/70

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
FEB 9 - 1970

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for fifteen federal-aid secondary, county projects, as follows:

State Administrative District No. 1
Nestucca River (Ollie Woods) Bridge Section, FAS 613

State Administrative District No. 2
Airstrip Rd.-Pudding River Br. Section, FAS 117
Hogan Road-Boring Section, FAS 129
Columbia River Hwy.-Old Portland Road Section, FAS 574
Johnson Creek (Foster Road) Bridge Section, FAS 639
Country Club Road-Harvey Way Section, FAS 681
S.W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 943
S. Tigard Interchange-Boones Ferry Road Section, FAS 943

State Administrative District No. 4
S. Santiam (Sweet Home) Bridge Section, FAS 217

State Administrative District No. 11
Twenty Mile (Twenty Mile) Bridge Section, FAS 902

State Administrative District No. 12
Barth Crossing-U.S. 30 Connection Section, FAS 470
Walla Walla River (Joe West) Bridge Section, FAS 471
Pilot Rock-East Birch Creek Bridge Section, FAS 758

State Administrative District No. 13
Bear Creek Bridges, FAS 468 and FAS 491

State Administrative District No. 14
Frenchglen Hwy.-Wildlife Hdqts. Section, FAS 824

The estimated date of filing for federal funds on these projects varies from mid-March to April 30, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency ..... State Highway Division ..... Salem (Address)

Contact Person ..... L. H. Young ..... 2761 (Phone)

1. Project Location

Administrative District ..... 2 ..... City .....

County ..... Clackamas ..... Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

2. Federal Program

Common Program Name ..... Federal-Aid Secondary .....

Authorizing Legislation ..... Title 23, U.S.C., Highways (Public Law No. and Title) .....

Fed. Admin. Agency: Dept. ..... Department of Transportation .....

Agency ..... Bureau of Public Roads .....

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant ..... $375,000 ..... Source of State Agency Share (if any) (Clackamas Co.)

Local Applicant Share ..... 125,000 ..... General Fund ..... - -

*State Agency Share ..... 147,500 ..... Other Funds (specify) .....

Other (specify) ..... -

TOTAL ..... $647,500 ..... *Total State Agency Share ..... $147,500 .....

*Indicates totals should be equal.

4. Estimated Application Filing Date ..... April 1970 .....

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
S. Tigard Interchange-Boones Ferry Road Section, FAS 943
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving and incidental work to improve the existing facility to current standards.

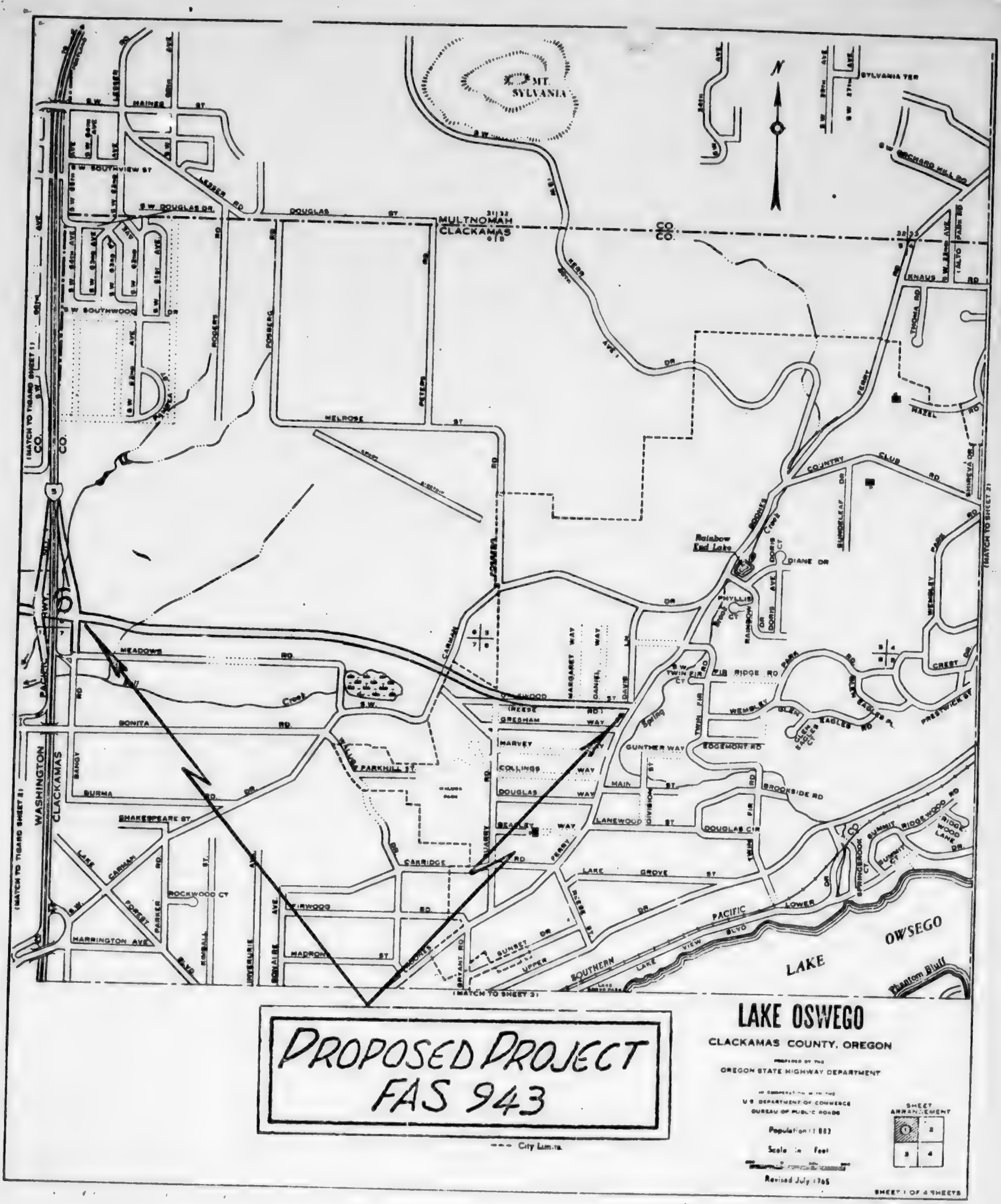
(over)

Length of Project 1.4 miles

Work Narrative

Grade, drain, base, curb and pave with A.C. a roadway 68 feet between curbs having four 12-foot travel lanes and 16-foot median with a 2-foot shy distance at each curb.

See attached map for geographic location.


MT. SYLVANIA
MULTNOMAH CO.
CLACKAMAS CO.
SW HAINES ST
SW SOUTHVIEW ST
SW DOUGLAS DR
SW SOUTHWOOD
LESSER RD
DOUGLAS ST
POSEYS
MELROSE ST
SW 45th AVE
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MEMO TO FILES

Subject: S. Tigard Interchange-S.W. Boones Ferry Road
FAS 943
Design Standards

December 2, 1969

A meeting was held in the Clackamas County Public Works Department at 10:00 a.m., November 19, 1969. Those in attendance were:

Mr. John McIntyre, Dir. of Public Works, Clackamas County
Mr. Winston Kurth, Dep. Director of Public Works, Clackamas Co.
Mr. Ernest J. Valach, District Engineer, B.P.R.
Mr. Dallas W. Unger, Asst. Planning & Research Engr., B.P.R.
Mr. Homer Chandler, Executive Secretary, CRAG
Mr. Robert L. Schroeder, Asst. Traffic Engineer, O.S.H.D.
Mr. Robert E. Royer, Asst. Planning Survey Engineer, O.S.H.D.
Mr. Robert H. Prange, County & City Field Engineer, O.S.H.D.

The purpose of the gathering was to discuss Mr. Valach's letter of November 12 which suggested that consideration be given to incorporate certain freeway geometric features in the initial design of the proposed County facility between the South Tigard Interchange and Boones Ferry Road. It was further suggested that full access control should be considered in the acquisition of right-of-way for the facility.

Mr. John McIntyre opened the meeting by giving a brief history of the route and explaining the need for a local facility to connect the Lake Oswego and Lake Grove areas to I-5 and the Beaverton-Tigard Highway. He recalled that during the past several years the Bureau of Public Roads and the State Highway Division had advocated that Clackamas County place the route on the Federal-Aid Secondary System. Mr. McIntyre further stated that it is not the County's intent to construct this route as a freeway since, such a facility would defeat the functional purpose of this local arterial. He felt that the development of the route as a four-lane arterial street would serve the three-fold purpose of providing a more direct connection from Lake Oswego to I-5, enhancing land use and property development in the adjacent areas, and reducing to some degree the heavy concentration of traffic on Boones Ferry Road between Lake Grove and I-5.

Mr. Homer Chandler stated that the P.V.M.T.S. G-5 Future Test System map showed both the connecting arterial and the Lake Oswego By-Pass Freeway, and he judged that both routes were compatable with the transporation plan. Mr. Chandler agreed that it was necessary for Clackamas County to construct the local traffic needs and that such a facility would be separate from but a complement to the future freeway facility. He further asserted that CRAG adopted the routing of FAS 943 with the understanding that its development would not hinder the ultimate development of freeway, and he felt that the County's proposal was at this time, in full accord with that understanding.

NOTED
E. R. [illegible]

Mr. Valach expressed concern that the proposed construction of FAS 943 would be in lieu of or hinder the development of the proposed freeway facility in the same area and suggested that freeway standards be considered and any portion of FAS 943 that might, in the future, be incorporated into a freeway system. Mr. R. L. Schroeder agreed that Clackamas County was justified in developing FAS 943 into a non-freeway facility, and felt that the local facility was needed now to solve a local traffic situation. He stated further that even if the freeway were developed as indicated on the G-5 Future Test System map the local facility from I-5 to Boones Ferry Road would still be necessary due to the loadings on both facilities. Mr. Schroeder also indicated the South Tigard Interchange was more adaptable to a local arterial connection rather than a freeway-to-freeway connection without expensive major reconstruction of the interchange.

After considerable more discussion and with due consideration it was the consensus of opinion that FAS 943 should not be constructed as a freeway with full access control but should rather retain its identity as a local arterial. It was further concurred that the State would proceed with the design of the proposed project as requested by Clackamas County. The design will consist of 68 feet of pavement between curbs with four 12-foot travel lanes, a 16-foot median, and two 2-foot shy distances from the curbs; parking lanes will be eliminated.

Robert H. Prange
Field Engineer
County and City Department

RHP:ljt
cc: F. B. Klaboe
D. J. Barbee
Ernest J. Valach
L. W. Rulien
John McIntyre
Homer C. Chandler
R. L. Schroeder

12/11/69

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GAME COMMISSION
DEC 2 - 1969
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OFFICE OF THE DIRECTOR

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TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

November 28, 1969

cc's sent 12-2-69

F.B. Klaboe
L.H. Young
T.C. Roake (3)
C.G. Swenson
F.E. Terpin (3)
W.H. Tebeau
L.W. Rulien (4)
R.D. Asburry (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the prospectuses sent with your letter of November 3, 1969 for the projects as follow:

1. South Tigard Interchange-S.W. Boones Ferry Road Section
   Bonita Throughway, FAS 943, Clackamas County

2. Harvey Way-Country Club Road Section
   S.W. Boones Ferry Road, FAS 681, Clackamas County

3. Nestucca River (Ollie Woods) Bridge Section
   Blaine Road, FAS 613, Tillamook County

There will be no wildlife problems in connection with the first two projects.

Regarding the Nestucca River Bridge Section, protection must be provided for the various runs of anadromous fish utilizing the stream. Both fall and spring chinook, coho salmon, summer and winter strains of steelhead trout, and cutthroat trout are present or moving through the area at various times of the year. Angling for the various species is pursued at all times of the year. Rigid precautions for preservation of water quality should be taken, and fish passage must be maintained at all times. When design is completed we would appreciate being notified, as the timing of any work in the stream will be important depending on the construction plans.

We appreciate the opportunity to comment on this work at this time.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

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DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8261

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 12, 1969

In reply refer to: 08-35-DA

FROM : K. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon FAS 943
S. Tigard Interchange-SW. Boones Ferry Road
Location Prospectus

This office has reviewed the location prospectus for the section of highway to be located between the S. Tigard Interchange and SW. Boones Ferry Road.

There are several items that I believe warrant further consideration on this important facility.

The typical section indicates that a 68-foot curb to curb section is contemplated. This route falls very close to or coincident with a future freeway route indicated on the G-5 test system as adopted by CRAG. To construct a facility in this corridor that did not initially provide certain freeway geometric features could make future conversion to a full freeway costly and probably impractical.

To provide the flexibility for future conversion to a freeway it is recommended that the typical section be revised to include full 10-foot shoulders. Also the proposed access control is not shown except that access which is under County jurisdiction. This item should indicate that access control will be "full" with public road accesses permitted only where future interchanges are planned. Adjacent property access should be made by frontage roads or nearby County roads in the area.

NOTED
F. B. KLABOE

Refd to Cox, Barbee
11-17-69

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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PREFIX NO. 503-1448

LOCATION PROSPECTUS
SOUTH TIGARD INTERCHANGE-S.W. BOONES FERRY ROAD SECTION
BONITA THROUGHWAY, FAS 943
CLACKAMAS COUNTY

HIGHWAY: Bonita Throughway (new alignment). Federal-aid Secondary No. 943.

TERMINI: Beginning at Beaverton-Tigard Highway No. 144, MP 7.25, said point being in the South Tigard Interchange; then easterly to S.W. Boones Ferry Road Highway No. 681, which point is the intersection at Galewood Street.

PROGRAM: 1969 FAS-C project.

LENGTH: The total length of the section will be approximately 1.4 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving for the construction of a four-lane facility on new alignment. Reconnaissance has been made. No more than routine soil work is anticipated. No special drainage problems are anticipated. No economic analysis has been made by the State. A 2200-foot dirt landing field is located 0.4 mile north; no conflict is anticipated. Improvement has been authorized using County FAS funds.

CHARACTERISTICS: No existing ADT. Projected ADT is 12,500. Estimated rise and fall 200 feet.

STANDARDS: Class A(4). Maximum 5 degree curve and maximum 5 percent grade. Deviations are anticipated from State or AASHO standards with 2-foot shy distance to curb.

TYPICAL SECTION: The main line typical section will consist of four 12-foot travel ways with 2-foot curbed shy distance and 16-foot median.

STRUCTURES: Possible box culvert at stream crossing.

ACCESS: Under County jurisdiction.

MATERIAL: Suitable material available from private commercial sources. Locations will be referenced during time of survey.

UTILITIES: Routine utility adjustments will be necessary.

NOTED
FORREST COOPER

ADD'L FACILITIES: No major stream crossings or airports affected by this project. Channelization and traffic control signals are to be installed at Boones Ferry Road.

AGREEMENTS: Agreements with Clackamas County and the City of Lake Oswego will be necessary. An opportunity for a hearing will be offered.

PARKS: None affected.

Attachment
October 30, 1969

cc: Oregon State Game Commission
Fish Commission of Oregon
Bureau of Public Roads (3)
L.W. Rulien (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B. L. Gifford
W.N. Hacklem in
V.J. Johnson
A.D. Olson
R E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

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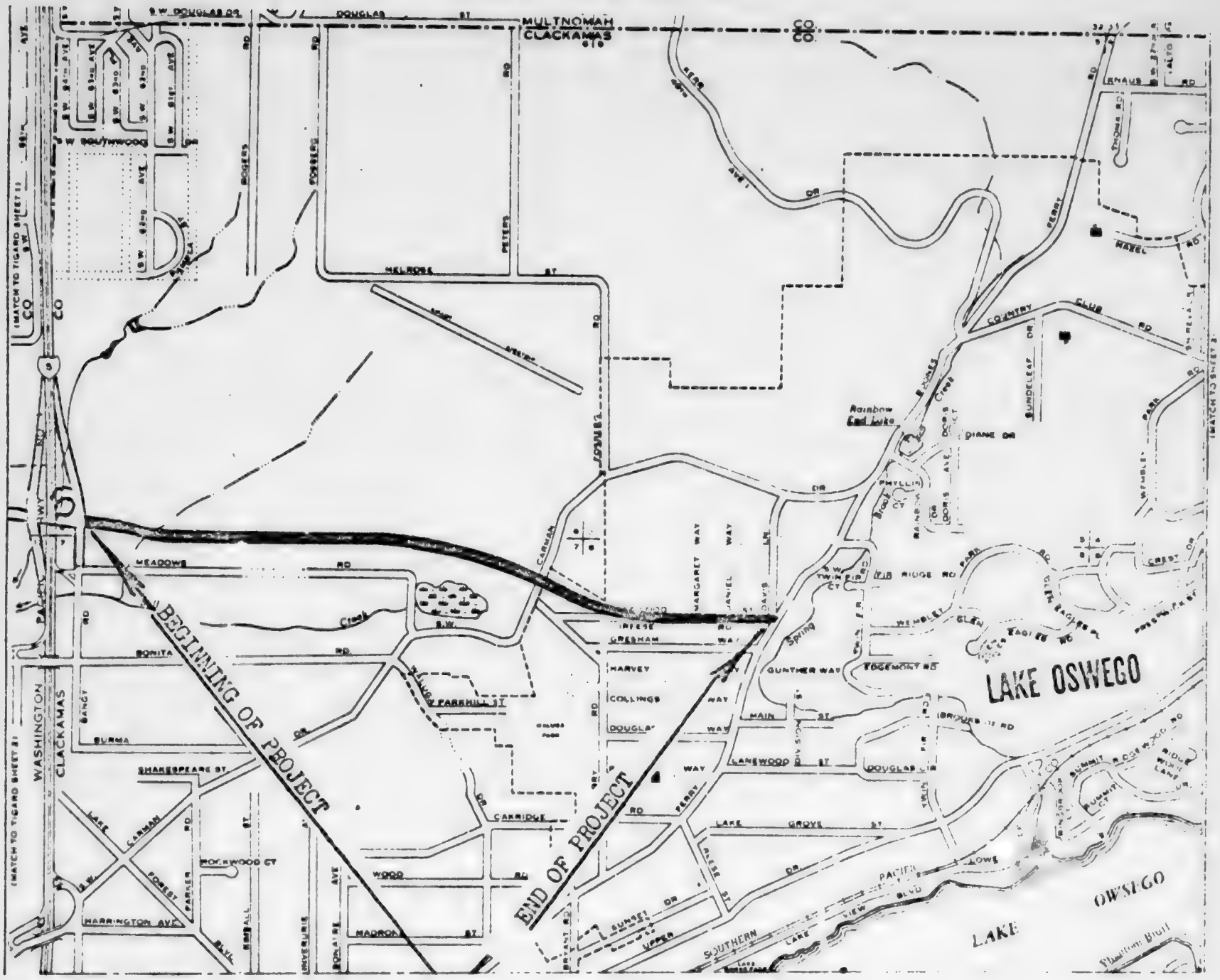
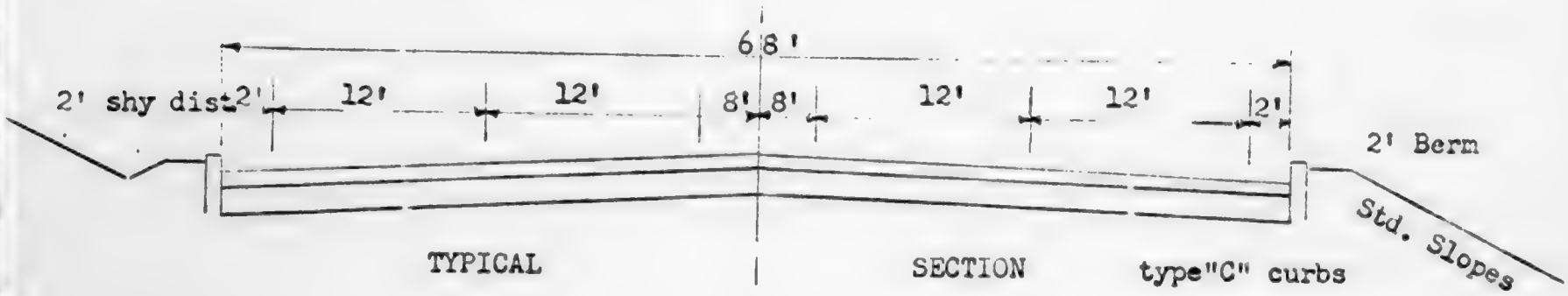
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
SOUTH TIGARD INTERCHANGE -
S.W. BOONES FERRY ROAD SECTION
F.A.S. 943"BONITA ROUTE"
CLACKAMAS COUNTY SEPT.1969





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September 25, 1969

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing seven Federal Aid Secondary projects: three in Clackamas County, one each in Lake and Tillamook Counties, and two in Wallowa County.

The first project requested by Clackamas County is for a traffic control signal on King Road (FAS 133), just east of the city of Milwaukie at the intersection with Linwood Avenue. The FAS funds required for this project are estimated to be $15,000 of which $3,000 will be the cost to the State.

The second project Clackamas County has requested is for the Harvey Way-Country Club Road Section of FAS 631. This is to be a four-lane curbed section and will extend from the recently completed Harvey Way-Adrona Street section to Country Club Road. The FAS funds required for this project are estimated to be $400,000 of which $80,000 will be the cost to the State.

The other project requested by Clackamas County is on FAS 943 and is a 60-foot curbed section extending from the South Tigard Interchange to Scenic Ferry Road. This is a new route with only a very small portion being over existing roadways and streets and will make a junction with the above-requested Harvey Way-Country Club Road Section. The FAS funds required for this project are estimated to be $625,000 of which $125,000 will be the cost to the State.

Lake County's requested project is for a bridge over Twenty Mile Creek on Twenty Mile Road (FAS 902). This route

goes south out of Adel into California. The FAS funds required for this project are estimated to be $25,000 of which $5,000 will be the cost to the State.

The request by Tillamook County is for a bridge over the Nestucca River on Blaine Road (FAS 613), just east of the community of Beaver. The FAS funds required for this project are estimated to be $200,000 of which $40,000 will be the cost to the State.

The two requested projects in Wallowa County are for two bridges over Bear Creek and are both just west of the city of Wallowa. One of the bridges is on Bear Creek Road (FAS 469), and the other is on Diamond Prairie Road (FAS 491). The total FAS funds required for these two bridges are estimated to be $105,000 of which $21,000 will be the cost to the State.

These projects will be on the agenda for the September 30 meeting and I recommend their approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
V. E. Skoog

HR:mm sr

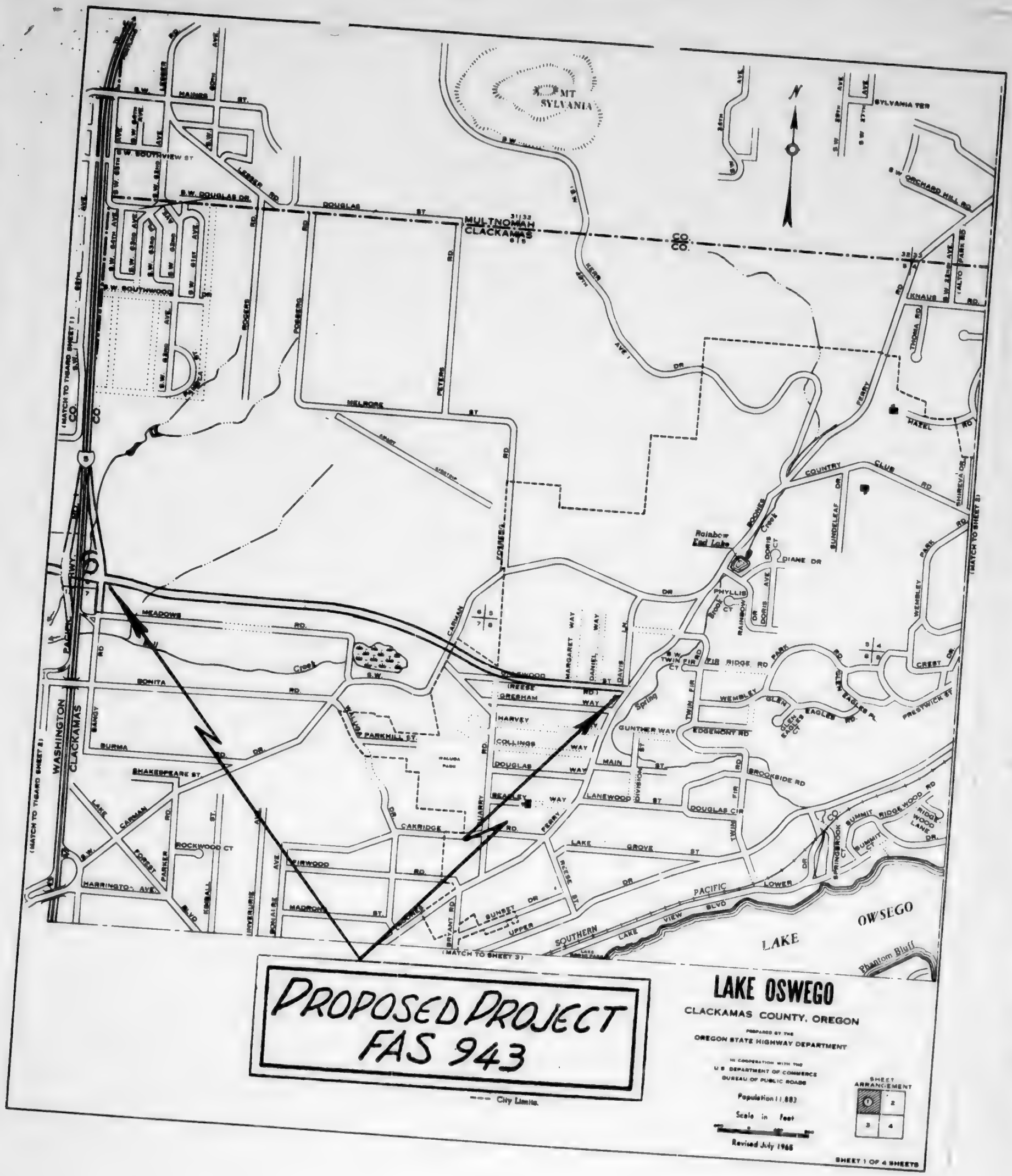
CLACKAMAS COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 943 - South Tigard Interchange-S.W. Boones Ferry Road Section; grade, drain, base, curb and pave a roadway 1.4 mile in length, $625,000.

Grade, drain, base, curb, and pave with AC a roadway 68 feet between curbs having four 12-foot travel lanes and 16-foot median, and a 2-foot shy distance at each curb. No footpaths. Marketable timber will be property of the contractor. Signing is to be included as part of the project. Traffic control signals are to be installed at Boones Ferry Road. Since this is a new route, right-of-way will be needed throughout. Relocation assistance is requested. State is to make survey and plans and make up options for right-of-way.

County will install guardrail and do the striping.

Both corridor and design hearings are required..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PROPOSED PROJECT
FAS 943
City Limits
LAKE OSWEGO
CLACKAMAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 11,882
Scale in Feet
Revised July 1965
SHEET ARRANGEMENT
1
2
3
4
SHEET 1 OF 4 SHEETS

September 17, 1969

MEMO TO FILES

S. Tigard Interchange-S. W. Boones Ferry Road Section
FAS 943
Clackamas County

Upon examining Clackamas County's request for subject project it was noted that the 48' curb section is a deviation from standards. However, in a telephone conversation with Mr. Winston Kirth concerning this problem, it was decided to increase the width to 68' which would include four 12' travel lanes, 16' mediam and 2' shy distance. There will be no footpaths.

Mr. Christianson of the B.P.R. has approved this section with the following things in mind:

1. The County intends to limit traffic speed to 35 or 40 miles per hour,

2. and that this route is but an interim facility until the planned inter-county route for this area is completed.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Division

HR:ljt

cc: D. J. Barbee
L. W. Rulien
C. T. Christianson, B. P. R.

need road data
for schedule

NOTED
DON HARWELL

NOTED
H. S. COX

August 19, 1969

Mr. John McIntyre
Director of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. McIntyre:

The Bureau of Public Roads has approved as FAS 943 the route between the South Tigard Interchange on I-5 easterly to Boones Ferry Road. What are your desires in regard to this approved route?

Since the designated route is of a corridor nature, the County will be required to hold a corridor public hearing. This could be done either before or after a survey is completed. You may want to use Mr. Tebeau's reconnaissance study as a basis for holding a corridor hearing and then make application for a project; or you may wish to apply for a project and subsequently use our preliminary survey as a basis for a corridor hearing. In any event, we would be happy to discuss the various alternatives with you at any time.

Please let us know how we can be of assistance in this matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

R. H. Prange
Field Engineer

RHP:mm

NOTED
MANUEL C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE REPORT

SO. TIGARD INTERCHANGE-S.W. BOONES FERRY ROAD

POSSIBLE NEW COUNTY ROUTE

CLACKAMAS COUNTY

This report covers the results of a reconnaissance study made at the request of Clackamas County to determine the cost of a new county route extending from the South Tigard Interchange (FAI-5) in a general easterly direction to terminate at S.W. Boones Ferry Road. The general route approximates one suggested by Mr. John C. McIntyre, Engineer-Roadmaster for Clackamas County, with virtually no deviation from his basic concept; the route studied is delineated on the attached mosaic. It is mentioned at this point that other possibilities for location of the route were considered and the selected route appeared to have the advantage of being more direct; in addition, right-of-way problems would appear to be minimal with only one dwelling being displaced.

Length of the proposal is 1.4 miles. There would be 1 mile of construction over virgin ground between the interchange mentioned above and Carmen Drive, and 0.4 mile of construction along Galewood Street from Carmen Drive to its terminus at S.W. Boones Ferry Road. For this study, it was assumed that the construction along Galewood Street would be concentric about its existing centerline; however, a more comprehensive study may indicate that one side or the other may be desirable depending upon topographic or cultural conditions.

The need for a facility of this type is demonstrated by the following traffic assignments assuming the facility in operation at the present time: Estimated 1968 A.D.T. varies from 3,000 vehicles between the interchange and Carmen Drive to 3,800 vehicles between Carmen Drive and S.W. Boones Ferry Road; the future traffic loads, projected on a 20-year basis, would vary from 10,000 A.D.T. to 12,500 A.D.T. respectively.

Estimated cost for the proposal is $640,000 for 1.4 miles of construction as follows:

Grade and Pave	$490,000
Structures	—
Right of Way	150,000
Total Est. Cost	$640,000

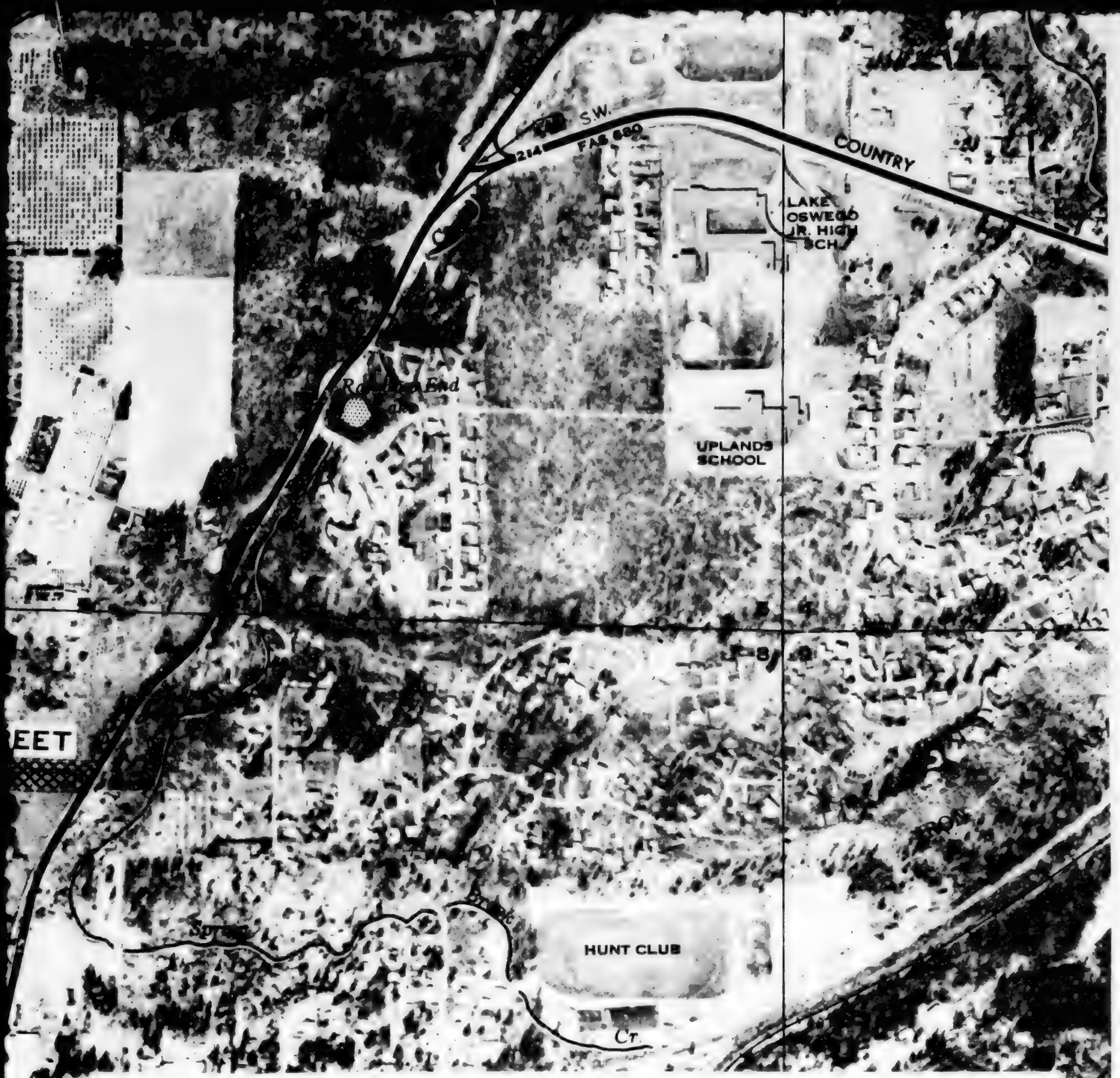
This cost is based upon a prevailing 48-foot street (curb to curb) which was the width desired by the county. Although this is basically a high-type 2-lane section, it was thought that it could be converted to a minimum 4-lane facility by the elimination of parking whenever the traffic loads increased to the point that it would be needed. The benefit-to-cost ratio for this proposal is 2.9. As a matter of interest, the cost for a 72-foot street would amount to $900,000.

It is my understanding that this proposal is not intended to supplant or become a part of a possible future high-type arterial facility which would assume an extension from the South Tigard Interchange to points east of the Willamette River. At such time a high-type facility of the magnitude becomes a reality, the proposal can be incorporated by suitable means.

It is apparent that this proposal has some merit by providing a more efficient access from the So. Tigard Interchange into the Lake Oswego area. The present means is circuitous and unwieldly. So far as implementation of the proposal is concerned, it does not appear that there will be any insurmountable problems on either construction or in acquisition of right of way. It is pointed out that the estimated costs are predicated upon present-day prices. To adjust the costs to some future date without consideration for possible changes in the geometric features, an annual cost factor of about 4 percent (compounded annually) should be applied to the construction items – the increase in right-of-way costs would depend upon local inflationary trends.

W. H. Tebeau
Preliminary Studies Engineer

Attach.
WHT:bb
6/23/69



OREGON STATE HIGHWAY DEPARTMENT

CLACKAMAS COUNTY

POSSIBLE COUNTY ROAD

SO. TIGARD INTER.—S.W. BOONES FERRY ROAD

Scale: 1"=600'

May 1969

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AVE.
S.W. 22nd
RD.
S.W.
THOMAS RD.
KNAUS
S.W.
GOODALL
CT.
GOODALL
RD.
LAKE
OSWEGO
HIGH SCH.
HAZEL
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S.W.
S.W.
214
FAS 880
COUNTRY
LAKE
OSWEGO
JR. HIGH
SCH.
Road End
UPLANDS
SCHOOL
8
EET
HUNT CLUB

PETERS RD.
S.W.
S.W.
MELROSE
ST.
AMART
FARM
AIRPORT
S.W. FOSBERG RD.
S.W.
GALEWOOD STREET

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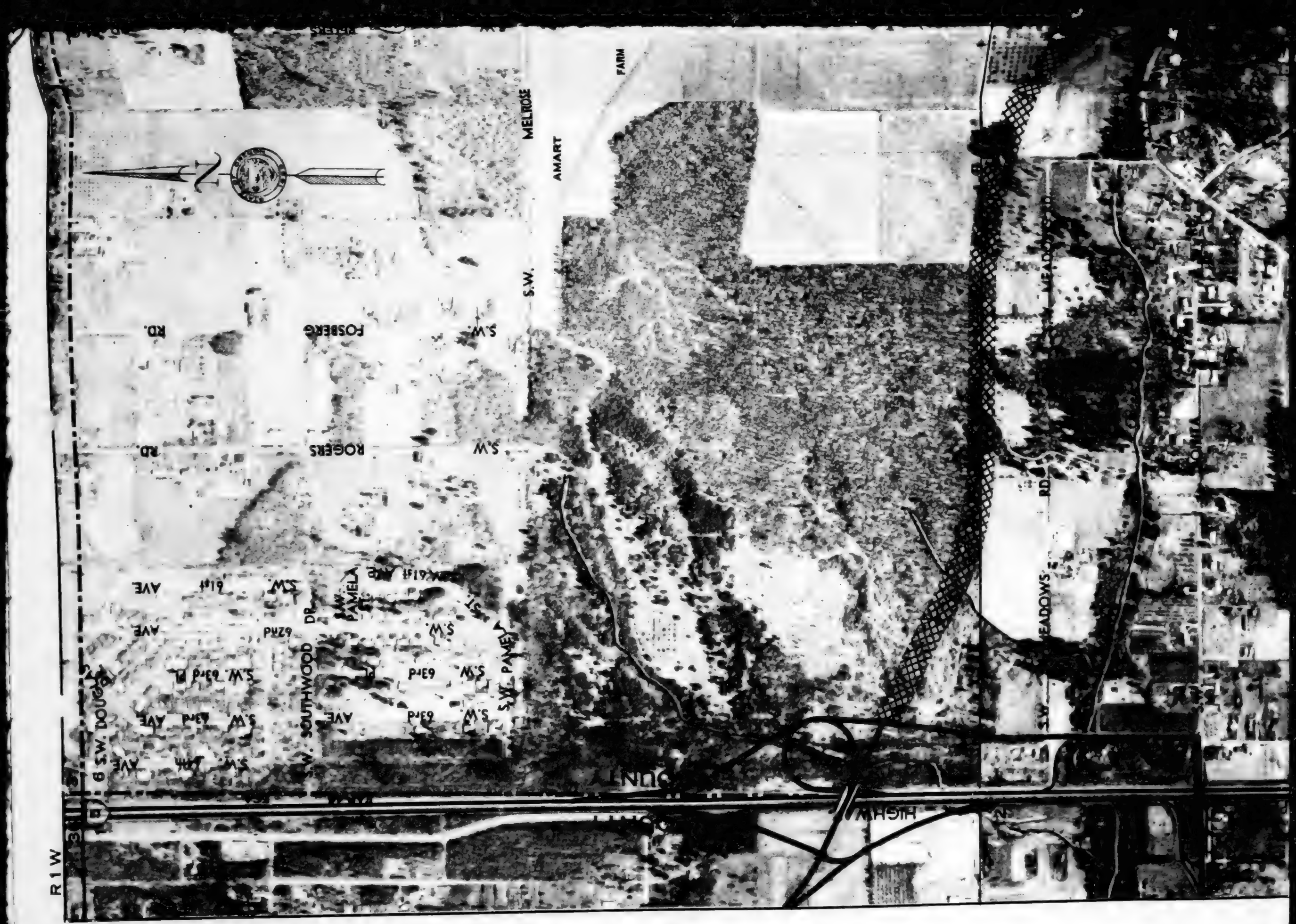
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62nd
S.W. SOUTHWOOD
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AMART
FARM
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RECEIVED
JUN 13 1969
FOR FILING

5555 S. W. Bonita Road
Lake Oswego, Oregon 97034

June 11, 1969

NOTED
R. L. PORTER
NOTED
FOREST COOPER

Mr. Fred Stefani, Chairman
Clackamas County Commission
County Court House
Oregon City, Oregon 97045

Dear Mr. Stefani:

This is in reference to the deplorable traffic conditions on S. W. Bonita Road and S. W. Carmen Drive in Lake Oswego.

As you are no doubt aware, the new freeway between Tigard and Beaverton empties onto Bonita Road and traffic from all over the southwest area destined for Lake Grove, Lake Oswego, West Lynn, etc., funnels into this area. This includes concrete trucks, cement trucks, automobile carriers, produce trucks, gravel trucks, automobiles, boat trailers, etc.

Bonita Road and Carmen Drive are not designed for the multitude of vehicles which are presently using these narrow roads for accessibility to the Tigard-Beaverton Freeway and to Route 5 (Salem) Freeway. The road surface is in constant need of repair. In addition, there is a very serious safety hazard with horses and pedestrians using the same space required for vehicle traffic. There are many children in the area and no place for pedestrians except on the pavement.

I understand that there is a new highway under consideration between the end of the Tigard-Beaverton Freeway and Lake Oswego that is tentatively planned for construction in about 1972. This new highway would alleviate the serious problem which now exists with this heavy traffic.

I strongly recommend that the time table for this new highway be moved ahead so that it can be constructed immediately - it is definitely needed.

I would appreciate confirmation that this new highway will be built and also will appreciate your comments as to whether the time table can be moved ahead prior to 1972.

Very truly yours,

Roy Goecks

Roy Goecks

cc: Mr. Forest Cooper
Highway Commissioner
State Highway Department, State of Oregon
Highway Bldg., Salem, Oregon 97301

RECEIVED
JUN 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

8361

RECEIVED
FEB 6 - 1969

Salem, Oregon
February 6, 1969

Mr. D. H. Moehring
Right of Way Engineer
B U I L D I N G

So. Tigard Interchange-
Boones Ferry Road
New County Road
Clackamas County

Enclosed are 2 prints (scale 1" = 600') of the area between Interstate 5 and Boones Ferry Road on which the right of way limits have been delineated for a Clackamas County road proposal for a new route connecting the South Tigard Interch. with Boones Ferry Road.

The proposal colored in yellow has a minimum right of way taking; the proposal colored in red has the right of way shown for a wider width to accommodate a roadbed to include 10-foot shoulders. Both alternates are 4 lanes without access control.

If we could have these reconnaissance estimates within a week or so it will be appreciated. Should you have any questions regarding this data feel free to contact us.

W. H. Tebeau
Preliminary Studies Engineer

By

Victor A. Berning

V.A:bb
Enc.

8261

RECEIVED
JAN 15 1969
FC

R

January 15, 1969

Mr. Homer Chandler, Executive Secretary
Columbia Region Association of Governments
429 S. W. Fourth Avenue, Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

We are submitting to you two copies of a proposed Federal-Aid Secondary (FAS) route requested by Clackamas County for your review, pursuant to Bureau of Public Roads IM-21-12-67.

The route begins at the junction of the Beaverton-Tigard Highway, No. 144 (FAS 628) and the Pacific Highway, No. 1 (I-5) at the South Tigard Interchange, and thence easterly to its termination at S. W. Boones Perry County Road (FAS 681). Attached is a sheet containing pertinent route data to assist you in your review.

In addition to review comments on this project, we request that you indicate on the enclosed maps the future land use in the areas adjacent to the project. A color code identifying the land uses for a depth of two or three blocks on both sides of the project would be adequate. Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Division.

Your cooperation in this matter will aid in the programming of Federal-Aid projects within Clackamas County.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. E. Royer
R. N. Chase
H. S. Cox

Attachments

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

WDA:mp ja

2361

JAN 7 1969

FORM E-30X—50M—2-66 SP*23500-734

R

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1969

To: Mr. Robert L. Schroeder
Assistant Traffic Engineer

BUILDING

SUBJECT: Proposed addition to the FAS System
Clackamas County

NOTED
R. L. PORTER

Clackamas County has requested that a proposed county route from I-5 at the South Tigard Interchange easterly to S.W. Boones Ferry Road be added to the Federal Aid Secondary System. Please submit the County's request to CRAG for review and comment pursuant to IM-21-12-67. Also, please prepare the appropriate documentation portfolios pursuant to Section B-5 of IM 50-2-65 which this office may submit to the Bureau of Public Roads for route approval.

Clackamas County and the City of Lake Oswego are afflicted with "growing pains" in the northwest corner of the County; and, in order to provide for the proper development of the area, the County feels it is desirable to establish an east-west route from I-5 to Lake Oswego. The County feels that the ultimate development of the Kerr Mountain Project will add an additional 12,000 people to the area and has affected land values to the extent that it is becoming more apparent that the County should begin immediately to reserve the necessary land for a high type arterial facility.

W. H. Tebeau is presently conducting a reconnaissance study to determine a feasible FAS route corridor. Clackamas County is hopeful that the study will provide them with sufficient information to establish general right of way limitations for such a route. It should be noted that the County's timing for actual construction is dependent on the availability of future funds; however, their primary concern is the immediate establishment of a route in order to give proper direction to the pending developments in the area.

R. H. Prange, Field Engineer
County and City Division

RHP:eb
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
L. W. Rulien

RECEIVED
JAN 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROUTE DATA
I-5 S.W. BOONES FERRY ROAD ARTERIAL ROUTE

Route description:	Beginning at the junction of the Beaverton-Tigard State Secondary Highway No. 144 (FAS 628) and the Pacific State Primary Highway No. 1 (I-5) at the South Tigard Interchange; thence easterly to S.W. Boones Ferry County Road (FAS 681).
Length:	1.4 miles
Type of facility:	This will be a Federal-aid route designation only. A reconnaissance study is being conducted to determine approximate alignment and right of way limits for planning purposes.
Future facilities:	Local arterial expressway-type of facility compatible with land uses and local traffic requirements.
Expected traffic:	To be determined.

LAKE OSWEGO
PACIFIC
SOUTHERN
LAKE
BOONES FERRY RD.
QUARRY RD.
OAKRIDGE RD.
FIRWOOD
MADRONA ST.
SUNSET DR.
LAKE GROVE ST.
LANEWOOD
DOUGLAS WAY
COOLIDGE WAY
HARVEY WAY
GRESHAM WAY
MAIN ST.
DIVISION ST.
BOYER
BEASLEY WAY
GUNTHER WAY
EDGEMONT WAY
TWIN FIR RD.
WEMBLEY PARK
CLEAR CREEK RD.
EAGLE FERN RD.
PENNICK
CHERRY
RAINBOW CT.
PHILLIPS
DORIS AVE.
DORIS CT.
Bellevue End Lane
SUNDERLEAF DR.
COUNTRY CLUB RD.
KATAL
TROMA RD.
TALYO PARK RD.
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COMMISSIONERS
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible] MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1968

Clackamas County Board of
Commissioners
Courthouse
Oregon City, Oregon 97045

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

Gentlemen:

In regard to the development of a feasible route between the South Tigard Interchange and Boones Ferry Road, this is to advise you of the following intentions of both the State Highway Department and Clackamas County:

1. The State will immediately take the necessary steps to obtain approval from the Bureau of Public Roads for the placement of this route on the Federal-aid Secondary System.

2. The State will also, without further delay, conduct a reconnaissance study of the area to determine a feasible route corridor, and will keep an accurate account of the costs of the study which are presently estimated to be $2,500.

3. In the event that the route is not approved by the Bureau of Public Roads as a part of the FAS system, the County shall reimburse the State for the costs of the reconnaissance study upon final billing by the State.

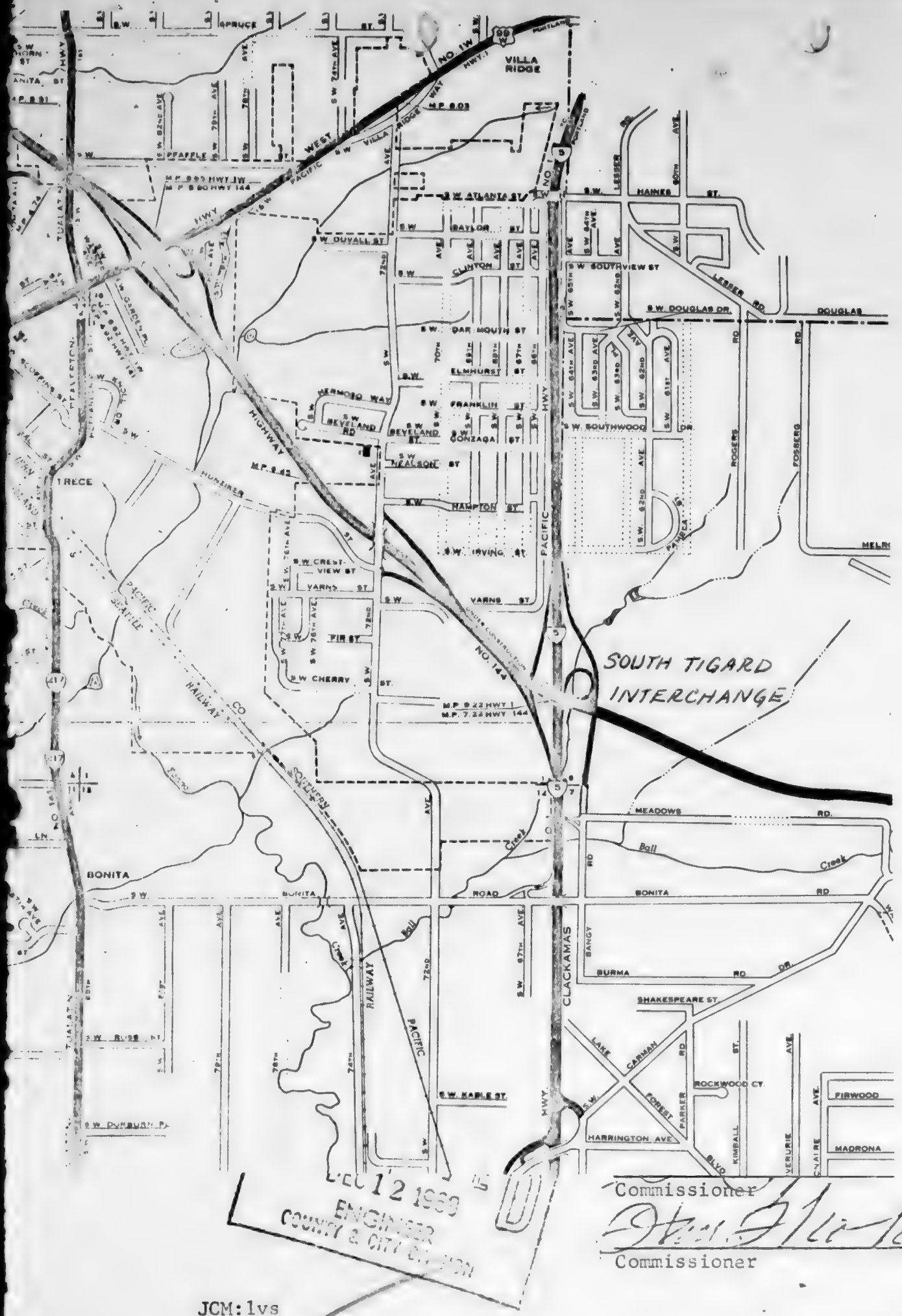
4. In the event, however, that the FAS route is approved by the BPR, the County will request an FAS-C project. The State will then make the reconnaissance study a part of the preliminary engineering for the project at no cost to the County.

We trust the above is an equitable solution in this instance. If we can be of further assistance in this or other matters, please feel free to call or write.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc R. L. Porter
F. B. Klaboe
D. J. Barbee
I. H. Young
L. [illegible] Dutton
[illegible]



DEC 12 1968
ENGINEER
COUNTY & CITY DIVISION

Commissioner

Commissioner

JCM:lvs

Copies To: Porter, Mack, Binder, Prange, Rohlen, Tabeling

NOTED
R. H. PRANGE

12-13-68
R.L. Porter says this letter will suffice for Mack's intent Draft.

SOUTH TIGARD INTERCHANGE
MT. SYLVANIA
VILLA RIDGE
MULTNOMAH CO.
CLACKAMAS CO.
BONITA
TRELCE
Rainbow End Lake
LAKE OWSEGO
SYLVANIA TER.
ORCHARD HILL
KNAUS
HAZEL
SOUTHERN PACIFIC RAILWAY CO
PACIFIC HIGHWAY
SOUTHERN PACIFIC RAILWAY CO
Ball Creek
Boones Creek
Fanno Creek
SW ATLANTA ST
SW DUVALL ST
SW DARTMOUTH ST
SW FRANKLIN ST
SW GONZAGA ST
SW HAMPTON ST
SW IRVING ST
SW VARNS ST
SW FIR ST
SW CHERRY ST
SW CREST-VIEW ST
SW HAINES ST
SW SOUTHVIEW ST
SW DOUGLAS DR
SW SOUTHWOOD DR
SW MEADOWS RD
SW BONITA RD
SW BURMA RD
SW SHAKESPEARE ST
SW KABLE ST
SW HARRINGTON AVE
SW DORBURN PL
SW MELROSE ST
SW OAKRIDGE
SW FIRWOOD RD
SW MADRONA ST
SW PARKHILL ST
SW GALEWOOD
SW IRELAND RD
SW GRESHAM WAY
SW HARVEY WAY
SW COLLINGS WAY
SW DOUGLAS WAY
SW BEASLEY WAY
SW LANEWOOD ST
SW MAIN ST
SW GUNTHER WAY
SW EDGEMONT RD
SW TWIN FIR CT
SW FIR RIDGE RD
SW WEMBLEY PARK RD
SW GLEN EAGLES RD
SW BROOKSIDE RD
SW DOUGLAS CIR
SW LAKE GROVE ST
SW COUNTRY CLUB RD
SW PHYLLIS CT
SW DIANE DR
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Tentative FAS
Boones Ferry - Bonita Rd Intch.
Request Reconn Survey

FRED STEFANI, Chairman
S. C. ELY, Commissioner
STAN SKOKO, Commissioner

COUNTY OF CLACKAMAS
Board of Commissioners

Phone OLive 6-2641

COUNTY COURT HOUSE . . . OREGON CITY, OREGON 97045

December 10, 1968

Mr. H. S. Cox, Engineer
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Clackamas County is being faced with the rapid development of the Lake Oswego-Lake Grove Area. The ultimate development of Kerr Mountain will add 12,000 additional people to this area. The project has affected land values in this area and it is now apparent that the County should immediately buy up a right-of-way between Bonita interchange and Boones Ferry Road. We have made application for an F.A.S.route, however, this routing has not been approved to date.

We would like to request that the State immediately run a reconnaissance survey in this area. We understand that the cost for this survey would be approximately $2,500.

This County is prepared to provide the sum of money for this survey, however, if this route is eventually approved as an F.A.S. route, we would then request that the State conduct this preliminary survey at its expense. This request, we believe, is in line with the State's existing policy as agreed upon with the Association of Oregon Counties.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

S. C. Ely
Commissioner

Stan Skoko
Commissioner

RECEIVED
DEC 12 1968
ENGINEER
COUNTY & CITY DIVISION

JCM:lvs

Copies To: Ferdig, Mac Dunn, Ray Potter, Tabers

NOTED
R. H. PRANGE

12-12-68
R.L. Porter says this letter will suffice for Mason's intent Dual.

8361

RECEIVED
JUN 5 - 1968
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
F. W. Hill, Member, Helix
T. Bruno, Member, Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 4, 1968

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Gentlemen:

In regard to your letter of April 25 concerning a survey on the South Tigard Interchange-Boones Ferry Road corridor, I must regretfully inform you that our present financial situation makes it impossible for the Highway Department to provide such a service for Clackamas County at State expense.

We do feel, however, that the County's plan to establish a zoned corridor in this area is both desirous and commendable, and, in this regard, we would make available the services of our Preliminary Studies Section to perform a reconnaissance study at County expense. Such a study would cost approximately $2,500, and, although not specifically designating exact right of way limits, it would establish a general route corridor which could greatly assist your Planning Commission in its development of zoned areas.

The Highway Department has entered into agreements with other counties in the State for similar reconnaissance studies whereby the counties, by payment of an advance deposit, agree to reimburse the State for actual costs incurred. Inasmuch as a full-scale survey would be rather expensive ($8,000-$10,000 per mile) and time consuming, we feel that, under the circumstances, a reconnaissance study would be the most practical and economical solution to the problem.

If you wish to accept this proposal, please advise so that the proper agreement may be drawn up for your approval and signature.

NOTED
FORREST COOPER

Very truly yours,

Forrest Cooper
State Highway Engineer

By
H. S. Cox
County and City Engineer

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
F. D. Morgan
L. W. Rulien

RECEIVED
JUN 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RHP:eb
cc: John McIntyre, County Engineer-Roadmaster

FRED STEFANI, Chairman
S. C. ELY, Commissioner
STAN SKOKO, Commissioner

COUNTY OF CLACKAMAS
Board of Commissioners

Phone OLive 6-2641

COUNTY COURT HOUSE — OREGON CITY, OREGON 97045

April 25, 1968

RECEIVED
APR 30 1968
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
City & County Relations
Salem, Oregon

Attention: Mr. H.S. Cox

Dear Sirs:

Clackamas County is experiencing a rapid growth rate in the West Oswego area. Several developments have been presented to the Clackamas County Planning Commission which are in the area of the Bonita-Boones Ferry Road corridor.

If this county had a plan for this section of road, we would be able to prevent, through our planning ordinances, the further development of land within the proposed road right-of-way. We feel this would be a great benefit to the tax payers who must provide the funds for the road right-of-way. We hope the State can see the value of a preliminary design and would provide our Planning Commission with a description of a tentative right-of-way.

Attached please find a memorandum from our Planning Director to our County Engineer relative to this matter.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Commissioner

Commissioner

8275 Grande Ronde R (Island City) 1975
Br Sec Wallowa Lake Hwy
(Grading, paving, & struc.) [redacted]

RR 813 - 5/7/76

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 12-45		
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Union
MODIFICATION NUMBER 1		Project Number FF-F-80(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 8, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,000	$ 23,309.07
Federal funds	$ 16,418	$ 16,418.00 A12
Other revisions		$ 3,574.19 010

This modification is made for the following reasons:

To include approved increase in final costs and increase federal aid pro rata to 85.77%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of December, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 29, 1979

Federal Aid Project
No. FF-F-80(8)

Grande Ronde River (Island City) Bridge Section
Wallowa Lake Highway in Union County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$2,381.82
	Total	$2,381.82

Type Code ROW
Right of Way (Sta. 112-50 to Sta. 121+46.86)

Right of Way	All Required	$12,000.00
	Subtotal	$12,000.00
	Acquisition Expense	7,427.25
	Total	$19,427.25

Relocation Assistance

Moving of Personal Property	All Required	$ 1,500.00
	Total	$ 1,500.00

Length of Project - - - - - 0.170 mile

SUMMARY OF FUNDS (85.77%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	A12	$ 2,381.82	$ 2,042.89	$ 338.93
Right of Way	A12	15,260.07	13,088.56	2,171.51
Right of Way	010	4,167.18	3,574.19	592.99
Relocation	A12	1,500.00	1,286.55	213.45
Total		$23,309.07	$19,992.19	$ 3,316.88

Prefixes 31-1919 P.E.
31-2508

8275

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-56	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-8-75	STATE Oregon COUNTY Union PROJECT NO. FF-80(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 82, N.C.L. Island City to N. 0.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-11-75 6-10-75	0.17
RIGHTS-OF-WAY	6-11-75	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,000	$ 16,418

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for: G. L. Green

Date executed by Division Engineer _____ 75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 5, 1975

Federal Aid Project
No. FF-80(8)

Grande Ronde River (Island City) Bridge Section

Wallowa Lake Highway In Union County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 2,000.00
	Total	$ 2,000.00

Type Code ROW
Right of Way (Sta. 112+50 to Sta. 121+46.86)

Right of Way	All Required	$12,000.00
	Subtotal	12,000.00
	Acquisition Expense	5,500.00
	Total	$17,500.00

Relocation Assistance

Moving of Personal Property	All Required	$ 1,500.00
	Total	$ 1,500.00

Length of Project - - - - - - 0.170 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 2,000.00	$ 1,563.00	$ 437.00
Right of Way	17,500.00	13,683.00	3,817.00
Relocation	1,500.00	1,172.00	328.00
Total	$21,000.00	$16,418.00	$4,582.00

Prefixes 31-1919 P.E.
31-2508

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FF-F-80(8)

ST. PROJECT NO. See below

COUNTY NAME Union

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-2

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '79
REFER TO,
FOR
Info | Insp | R/D | D/R | Sign | Act | File

6-12
Bue

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	6-5-79	Primary 7

GENERAL LOCATION: Grande Ronde River (Island City) Bridge Section

STATE ROUTE NUMBER Primary 10

GENERAL DESCRIPTION OF WORK: Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Program Change
See below

REMARKS

As requested in Mr. Swan's letter of May 18, 1979, I approve the program change as follows:

Project No. -- Change to FF-F-80(8)

Appn. Code	Work	Total Cost	Fed. Funds (85.77%)
A12	P.E.	$ 2,381.82	$ 2,042.89
A12	R/W	16,760.07	14,375.11
010	R/W	4,167.18	3,574.19
		$23,309.07	$19,992.19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-5-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—721-918

8275

8

April 18, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $4,678.87 will be made to Hamilton Construction Co. on Contract No. 8275 for work on the Grande Ronde River (Island City) Bridge Section of the Wallowa Lake Highway in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $643,069.60 including the post-final payment. Of the total $14,241.44 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8275

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
W. E. Schwartz
V. E. Skoog
George Bell

DATE: March 29, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Grande Ronde River (Island City) Bridge
Contract No. 8275, Union County

This project is completed and an overrun of 5.6 percent is indicated. The major items of overrun are:

Item	Overrun Amount	Overrun Percent
Flagging	$10,695.00	168%
Embankment	13,703.00	33%
Aggregate Base	7,666.00	36%
Asphaltic Concrete	16,896.00	46%
Piling	9,720.00	42%
R.R. Protective Costs	4,360.00	168%
Engineering	11,584.00	20%

The flagging, embankment, aggregate base and asphaltic concrete items overran due to the need to make adjustments in the stage construction detour connections for the safety and benefit of the public. The railroad protective costs overran due to a negotiated claim settlement.

An increase in project authorization of $40,550.70 is requested, which will result in a new total project authorization of $764,499.30. This is a federal-aid Special Bridge Replacement project and substantially all work has been on a participating basis.

This matter will be on the Consent Calendar for the April meeting.

8275

June 8, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8275 awarded to Hamilton Construction Co. for work on the Grande Ronde River (Island City) Bridge Section of the Wallowa Lake Highway in Union County was completed on July 23, 1976 and accepted by the State Highway Engineer on June 6, 1977.

The total contract amount is $638,390.73 including $14,241.44 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8275

September 2, 1976

Hamilton Construction Company
P. O. Box 659
Springfield, OR 97477

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8275 for work on the Grande Ronde River (Island City) Bridge on the Wallowa Lake Highway in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension is granted. This is for quantity overruns of aggregate base and A.C. (17 days), an unrecorded July 4 stop work request by the State (4 days) and the last 11 days counted when only minor cleanup and corrective work was performed intermittently.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Federal Highway Administration

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 30, 1976

RECEIVED STATE HWY ENGR AUG 31 '76 REFER TO FOR Info Invest R/D D/R Sign Act File

FILE: CON 5 #8275

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Grande Ronde River (Island City) Bridge
Contract No. 8275
Request for Time Extension

Hamilton Construction Company requests a complete time extension citing 7 reasons. Some pertinent dates are:

Bids opened	July 31, 1975
Contract sent	August 12
Day count start	August 23 (300 calendar days allowed)
Work started	September 22
Completion date of record	July 23, 1976 (32 days liquidated damages at $150 per day)

The Resident Engineer has made a quite thorough analysis of all 7 reasons and finds some validity in 3 of them in which I would concur as follows:

1. Significant overruns of aggregate base (1609 tons = 36%) and A.C. (1056 tons = 46%) have been analyzed on the basis of actual daily production rates which would justify 12 days. I believe this should be expanded by 7/5ths, however, to recognize the weekend days counted, so we should allow a total of 17 days on this reason.

2. The Resident Engineer now reports he asked the contractor not to work through the four day July 4, 1976 weekend, however, this was not formalized with a written stop work order so the days were all counted. It would be consistent with many other projects to allow this time now as part of the time extension; - 4 days.

3. Two-way traffic was using the new structure on June 17 and paving was completed July 1. The contractor seeks extension for the 22 days counted after that and the Resident and Region concur. I note that the only new pay item work after that was apparently the installation of guard rail which was completed by July 9 and the contractor worked intermittently only 5 days after that on clean up and finishing activities.

I would recommend granting the remaining 11 days needed for a complete time extension for these last days counted when traffic had full use of the project. Our engineering costs overran only about 20 percent on this project.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 30, 1976

RECEIVED STATE HWY ENGR AUG 31 '76 REFER TO FOR Info Invest R/D D/R Sign Act File

FILE: CON 5 #8275

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Grande Ronde River
(Island City) Bridge
Contract No. 8275
Request for Time Extension

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I would recommend granting the remaining 11 days needed for a complete time extension for these last days counted when traffic had full use of the project. Our engineering costs overran only about 20 percent on this project.

This was a federal-aid bridge replacement primary project which in the past would have required FHWA concurrence in an extension. However, under the new delegated authority, I think we can approve this without specific FHWA concurrence. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: FHWA
Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8275 Contractor Hamilton Construction Co.

Highway Wallowa Lake

Section Grande Ronde River (Island City) Br.

Kind of Work Grading, Paving, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

See attached reply to contractor's request.

Construction Section recommends a complete time extension because of overrun of bid quantities for aggregate base and A.C., 4th of July weekend, 1976 shut down and the last 11 days counted when only intermittent corrective and clean-up work was done.

Recommended for Approval:

Regional Engineer

for Construction Engineer or ~~Bridge Engineer~~

Acting Deputy State Highway Engineer

Contract No.	8275
Project designation	BRFF - 80(9) State-Federal
Date awarded	August 7, 1975
Work started	September 22, 1975
Per cent completed	100% 7/23/76 Date
No. of Workdays Allowed	300
No. of Workdays Used	332
No. of Added Workdays Requested	32

SP*67065-734

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1976

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 6, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 342 days, within which to complete our Contract No. 8275, without the assessment of liquidated damages. The said contract is described as follows: Grading, paving and structure Grande Ronde River (Island City) Bridge Section Wallowa Lake Highway Union County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Please refer to letter dated August 9, 1976, describing conditions and causes on said dates.

Respectfully submitted,

Hamilton Construction Co.
Contractor

By Jack L Hamilton

CONSENT OF SURETY

Date August 12, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H.T. Duren
Attorney-in-fact

(SEAL)

Resident Agent

By Ethel Wood
Resident Agents For Oregon

6275

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-55		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Union
MODIFICATION NUMBER 1	8-9-76	Project Number BRFF-80(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26 ,19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 723,398	$ 781,000
Federal funds	$ 542,548	$ 585,750
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional authorized work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August ,19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for:
G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-813

Oregon State Highway Division
Salem, Oregon, July 29, 1976

Federal Aid Project
No. BRFF-80(9)

GRANDE RONDE RIVER (ISLAND CITY) BRIDGE
WALLOWA LAKE HWY IN UNION COUNTY

Revised Project Agreement Estimate.

Type Code X081
Bridge No. 4821A Length 210' (Sta. 112+69.72 to Sta. 121+50)

Subtotal on previous estimate of August 20, 1975			$637,355.60
Previous estimate			
Flagmen	425 hour	15.00	$ 6,375.00
Embankment in Place	11,017 cu.yd.	3.80	41,864.60
1"-0 Aggregate Base	4,500 ton	4.75	21,375.00
Class "C" Asphalt Concrete	2,300 ton	16.00	36,800.00
Furnish HP 12x53 Steel Piling	1,910 lin.ft.	12.00	22,920.00
			$129,334.60
Revised estimate			
Flagmen	1,138 hour	15.00	$ 17,070.00
Embankment in Place	14,220 cu.yd.	3.80	54,036.00
1"-0 Aggregate Base	6,109 ton	4.75	29,017.75
Class "C" Asphalt Concrete	3,356 ton	16.00	53,696.00
Furnish HP 12x53 Steel Piling	2,715 lin.ft.	12.00	32,580.00
SF06 City of La Grande Water Line	All Required		1,018.20
SF08 Credit for Pile Cutoffs	41.8 lin.ft.	12.00	(501.60)
			$186,916.35
Increase			$ 57,581.75
Subtotal			$694,937.35
Engineering			86,062.65
Total			$781,000.00

Length of Structure - - - - - - - -0.040 mile

Federal Funds - - - - - - -

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	Form Approved; O.M.B. No. 04-R2089
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
9-23	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY: Union
		PROJECT NO.: BRFF-80(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 82, North City Limits (Island City), N. 0.2 mile.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	July 9, 75	0.40

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 75%
$723,398.00	FEDERAL FUNDS $ 542,548.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green
(Division Engineer)

Date executed by Division Engineer _____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 20, 1975

Federal Aid Project
No. BRFF-80(9)

GRANDE RONDE RIVER (ISLAND CITY) BRIDGE
WALLOWA LAKE HIGHWAY
UNION COUNTY

Project Agreement Estimate.

Type Code X081
Bridge No. 4821A Length 210' (Sta. 112+69.72 to Sta. 121+50)

Mobilization	All Required		$ 60,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	200 sq.ft.	7.00	1,400.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	75 lin.ft.	5.00	375.00
Temporary Guard Rail, Type 2A	275 lin.ft.	10.00	2,750.00
Temporary Guard Rail, Type 3	63 lin.ft.	25.00	1,575.00
Flagmen	425 hour	15.00	6,375.00
Clearing and Grubbing	All Required		6,000.00
Removal of Structure and Obstructions	All Required		1,500.00
Embankment in Place	11,017 cu.yd.	3.80	41,864.60
Detour Removal	All Required		15,000.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	230 M-gal.	6.00	1,380.00
1" - 0 Aggregate Base	4,500 tons	4.75	21,375.00
Class "C" Asphalt Concrete	2,300 tons	16.00	36,800.00
8-inch Culvert Pipe	80 lin.ft.	6.00	480.00
12-inch Culvert Pipe	40 lin.ft.	8.00	320.00
15-inch Culvert Pipe	80 lin.ft.	10.00	800.00
Guard Rail, Type 2A	100 lin.ft.	17.00	1,700.00
Guard Rail, Type 2A Modified	188 lin.ft.	17.00	3,196.00
Guard Rail, Type 3	150 lin.ft.	25.00	3,750.00
Guard Rail, Type 3 Modified	25 lin.ft.	25.00	625.00
Guard Rail Anchors, Type 1	3 only	350.00	1,050.00
Rail End Pieces, Type A	2 only	30.00	60.00
Rail End Pieces, Type B	4 only	75.00	300.00
Rail End Pieces, Type C	2 only	150.00	300.00
Special Rail End Pieces	1 only	200.00	200.00
Concrete Curbs	150 lin.ft.	3.00	450.00
Extra for Asphalt Approaches	4 only	200.00	800.00
Extra for Asphalt Paved Rock Surfacing Slopes	2 only	200.00	400.00
Roadside Seeding and Mulching	1 acre	1,000.00	1,000.00
Detour Structure	All Required		35,000.00
Bridge Removal Work	All Required		15,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00

Structure Excavation	200 cu.yd.	15.00	3,000.00
Furnish HP 12x53 Steel Piling	1,910 lin.ft.	12.00	22,920.00
Drive Steel Piles	46 only	250.00	11,500.00
Splice Steel Piles	10 only	50.00	500.00
Structural Concrete, Class 3300 (260 cu.yd.)	All Required		40,000.00
Structural Concrete, Class 4000 (515 cu.yd.)	All Required		80,000.00
115'/120' Bulb-Tee Prestressed Beams	10 only	8,000.00	80,000.00
Reinforcement (142,000 lbs.)	All Required		52,000.00
Reinforced Concrete Bridge End Panels	248 sq.yd.	34.00	8,432.00
Pedestrian Handrail	229 lin.ft.	32.00	7,328.00
			$583,505.60

Anticipated Items			
Railroad Protective Cost (RR)	All Required		$ 2,600.00
Other Railroad Cost (RR)	All Required		42,750.00
Permanent Pavement Striping (S.F.)	All Required		100.00
Stage Construction Striping (S. F.)	All Required		100.00
Temporary Erosion Control (E.W.)	All Required		2,000.00
On-the-Job Trainees (2 @ $800)(E.W.)	All Required		1,600.00
Work by California Pacific Utilities	All Required		4,000.00
Remodel and Reinstall Gate (E.W.)	All Required		700.00
			$ 53,850.00

Subtotal	$637,355.60
Engineering	86,042.40
Total	$723,398.00

Length of Structure - - - - - - - - - 0.40 Mile

Federal Funds - - - - - - - - -

Grand Ronde River (Island City) Bridge
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

272 Report # 45 Final

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grande Ronde River (island City) Bridge		WEEK ENDING: July 30, ,976
		SECTION PREFIX: 31-1087
HIGHWAY: Wallowa Lake		COUNTY: Union
NAME OF JOB: Grande Ronde River (Island City) Br.	KIND OF WORK: Grading, Paving, & Structure	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 8275	FEDERAL AID PROJECT NUMBER: BRFF 80(9)
DATE OF CONTRACT: August 7, 1975	DATE WORK STARTED: September 22, 1975	ESTIMATED COMPLETION DATE: August 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 300	CALENDAR DAYS USED 332
PROJECT AUTHORIZATION: $723,948.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 110.7
EXCLUSIVE OF ENGINEERING: $666,496.60	ENGINEERING AUTHORIZATION $57,452.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $685,793.25	ENGINEERING COST TO DATE $63,027.64 This Week $1,555.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104.2
ESTIMATED PERCENT: OVERRUN 4.2 %	PERCENT OF AUTHORIZATION 118.4%	DATE PROJECT WAS COMPLETED: July 23, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17	0	0	0.17
MILES PARTIALLY COMPLETED	0.17	0.17	0	0	0.17
MILES COMPLETED	0.17	0.17	0	0	0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,017	4,500	0	0	2,300
TOTAL QUANTITIES CORRECTED TO DATE	14,560	6,109	0	0	3,356
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,560	6,109	0	0	3,356
AVERAGE DAILY QUANTITIES	-	-	-	-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-	-	-
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4821A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Clear, hot	0		This is the last report on this project.
MONDAY 26	Clear, hot	0		
TUESDAY 27	Clear, hot	0		Semi-final will be submitted on 7-30-76 for precheck.
WEDNESDAY 28	Ptly cldy, hot	0		
THURSDAY 29	Ptly cldy, not	0		
FRIDAY 30	Ptly cldy, warm	0		
SATURDAY 24	Clear, hot	0		

Kelsey Reading Richards
Bond Glenn
Jackmond RECEIVED Berg
Harwood AUG 2 1976
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 25	No activity
MONDAY 26	No activity
TUESDAY 27	No activity
28 WEDNESDAY	No activity
29 THURSDAY	No activity
30 FRIDAY	No activity
24 SATURDAY	No activity

REMARKS

FINAL REPORT

Status: Job completed. Semi-final will be submitted on 7-30-76.for prechecking.

Possible claims pending for the following: Time Extension Request; soft areas in subgrade; and extra concrete used in buildup over prestressed bulb-tees.

Expect to submit semi-final estimate in approx. two weeks.

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8275

15

July 28, 1976

Mr. L. A. Kirkaby, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, OR 97227

Dear Mr. Kirkaby:

All work under Contract No. 8275, Grande Ronde River (Island City) Bridge Section of the Wallowa Lake Highway in Union County, was completed June 23, 1976.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before November 20, 1976.

Very truly yours,

C. T. Keasey
Construction Engineer

RDC:ljt

cc: Gene Hickam
J. E. Chidsey

8275

15

July 28, 1976

Mr. L. A. Kirksby, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, OR 97227

Dear Mr. Kirksby:

All work under Contract No. 8275, Grande Ronde River (Island City) Bridge Section of the Wallowa Lake Highway in Union County, was completed June 23, 1976.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before November 20, 1976.

Very truly yours,

C. T. Keasey
Construction Engineer

RDC:ljt

cc: Gene Hickam
J. E. Chidsey

FORM 81-734-3030

ROW 18-2

files

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 7, 1976

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utilities Engineer

TO: C. W. Head, Manager
Management Services

SUBJECT: Construction Agreement
Grand Ronde River (Island City)
Bridge Section
Wallowa Lake Highway
Union County
Contract 8275
R/W File 48443

RAILROAD COMPANIES
FILE No. 8-13

The State's fully executed counterpart of the above captioned agreement has been handed to Velda DeGuire for processing, after which it will be forwarded to your office for your permanent records. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for adhering to the provisions of Sections 2, 5, 6 & 7 and will be responsible for reviewing and approving the final bill from the railroad. The Maintenance Section will be responsible for adhering to the provisions of Section 4 of the agreement. The Accounting Section will be responsible for auditing and paying the final bill. Section Heads should review this agreement to acquaint themselves with the responsibilities their Section must bear in fulfilling this agreement.

Inasmuch as this document conveys a permanent easement to the Highway Division, the agreement must be recorded in Union County. It is requested that after the agreement is recorded, the recording information be forwarded to me so I may inform the Union Pacific Railroad of this data.

JEC:sh

cc: H. S. Coulter
C. T. Keasey w/att.
D. H. Moehring "
W. J. Hart "
V. E. Skoog "
D. E. Swan w/2/atts.
J. L. Sollis w/att.
J. B. Boyd w/original
Cliff Laux w/att.
Robert Church "
W. E. Schwartz "
Harlin Gerlach "
Joe Schlieski "

6-1-76
noted
in agree
book

Adele Egan
Right of Way Branch

August 4, 1975

C. W. Head
Commission Services

File 48443

Attached are two copies of an agreement with Oregon-Washington Railroad and Navigation Company (Union Pacific Railroad Company) for relocation of a railroad crossing during detour phase and lights at the permanent location of the Grande Ronde River Bridge at Island City on the Wallowa Lake Highway in Union County.

Please have the Railroad Company date and sign this agreement. We have retained a xerox copy until the original is returned for the Commission's files.

FN:dp

Attachments

State

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 23, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Construction Agreement & Easement
Grande Ronde River (Island City)
Bridge Section
Wallowa Lake Highway
Union County
R/W File: 48443

Attached are the original counterparts of a Construction Agreement and Easement between the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Co. Lessee), and the State of Oregon by and through its Department of Transportation, Highway Division. This agreement covers the relocation of the railroad crossing during the detour phase and the construction and installation of new cantilever flashing lights at the permanent location of the new Grande Ronde River Bridge at Island City. This agreement also conveys to the State a temporary easement necessary for the detour location and the permanent easement for the crossing of the Wallowa Lake Highway over the right of way of the Joseph Branch of the Union Pacific Railroad. Also enclosed are two copies of the agreement for your use.

This agreement has been reviewed by the Legal Counsel, the Federal Highway Administration and interested Section Heads in the Highway Division and approved by them. The agreement calls for the payment to Union Pacific Railroad Company the sum of $250 for the permanent easement contained in the agreement. This is a nominal sum and it is my belief that it is not unreasonable for the permanent easement being conveyed to the State.

Please obtain the approval of the Chairman or Vice-Chairman of the Transportation Commission for this agreement and when this approval is received have the agreement signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Klaboe has signed the agreement, please have it returned to my office for transmission back to Union Pacific Railroad Company.

JEC:jk
Enc.

cc: F. B. Klaboe
C. W. Head
J. L. Sollis

8275

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 17, 1976

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 975 SXF 748

Dear Mr. Klaboe

Enclosed is a copy of Order No. 76-091 issued by the Public Utility Commissioner on February 5, 1976, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosure
cc - C. R. Burghart (3)
E. S. Hunter
C. T. Keasey (2)
D. H. Moehring (2)
W. E. Schwartz (2)
L. E. George (2)
J. E. Chidsey
C. K. Ansell
R. P. Hamilton

NOTED
H.S. COULTER

MARIE STEPHENS
NOTED

RECEIVED
STATE HWY ENGR
FEB 17 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Au | File

RECEIVED
FEB 19 19?6
Office of
Assistant State Highway Engineer

Order No. 76-091
Crossing No. 2G-002.50
DOT Crossing No. 807 488B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 748

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter a grade crossing of Wallowa Lake Highway and Union Pacific Railroad Company, Joseph Branch, near Island City, Union County, Oregon.	ORDER

On March 6, 1975, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of the Wallowa Lake Highway (State Route No. 82, also known as "B" Street), a public highway under the jurisdiction of the Oregon State Highway Division, with the single track and right-of-way of the Oregon-Washington Railroad and Navigation Company, Joseph Branch, leased by the Union Pacific Railroad Company, in Island City, Union County, Oregon.

Applicant proposes to reconstruct the existing highway bridge over the Grand Ronde River northerly of Crossing No. 2G-002.50 and to widen the road from 32 feet at the crossing to 53 feet. The revised road section will include a 9 foot wide bikeway-walkway.

Applicant requested authorization to use a temporary detour route, utilizing a temporary bridge and crossing, 60 feet west of the existing crossing during reconstruction. Accordingly, a temporary crossing, No. 2G-002.49, was authorized by Commissioner's Order No. 75-698 of August 11, 1975.

Applicant proposes to replace the existing crossing protection, consisting of two Standard No. 2 flashing lights with two Standard No. 2B cantilevered flashing lights.

By letter dated April 3, 1975, PUC staff requested additional information related to the devices to be employed to activate the proposed signalization. The Union Pacific Railroad Company, by letters dated April 17 and July 17, 1975, requested that the application be amended to specify motion detectors as the activation devices to be installed.

between lines drawn two feet outside each rail at the crossing; and

(g) Notify the Commissioner upon completion of its portion of the project.

(3) Union Pacific Railroad Company shall:

(a) Subject to reimbursement as provided herein:

(1) Construct that portion of the crossing lying between lines drawn two feet outside each rail at the crossing;

(2) Furnish and install two Commissioner's Standard No. 2B cantilevered flashing lights at the crossing, said signals to be activated by motion sensing devices;

(3) Upon completion of all ordered alterations to Crossing No. 2G-002.50, close temporary Crossing No. 2G-002.49, remove all installed crossing signal equipment and all crossing material from the area lying between lines drawn two feet outside each rail;

(b) Maintain the automatic signalization ordered herein and maintain that part of Crossing No. 2G-002.50 lying between lines drawn two feet outside each rail and bear all the costs thereof; and

(c) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective February 5, 1976

PUBLIC UTILITY COMMISSIONER OF OREGON

Charles Davis

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

Copies of the application and letter of amendment were duly served upon the applicant, Union Pacific Railroad Company and Union County. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the amended application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Bear 100 percent of the costs of:

(1) Furnishing and installing the automatic signalization ordered herein;

(2) Reconstructing the crossing;

(3) Removing all portions of temporary Crossing No. 2G-002.49 and the Commissioner's No. 2 flashing lights installed thereat;

(b) Reconstruct the crossing to accommodate a roadway section, 53 feet in width (including a 9 foot bicycle and walkway), except for that portion lying between lines drawn two feet outside each rail at the crossing;

(c) Furnish, install and maintain standard advance warning signs and standard advance warning pavement markings at appropriate locations on the roadway approaches to the crossing and bear all the costs thereof;

(d) Furnish, install and maintain standard advance warning signs and advance warning pavement markings on the bicycle-walkway approaches to the crossing and bear all the costs thereof;

(e) Maintain that part of the crossing lying outside lines drawn two feet outside each rail at the crossing and bear all the costs thereof;

(f) Upon closure of temporary Crossing No. 2G-002.49, remove the approaches to the crossing except that portion lying

between lines drawn two feet outside each rail at the crossing; and

(g) Notify the Commissioner upon completion of its portion of the project.

(3) Union Pacific Railroad Company shall:

(a) Subject to reimbursement as provided herein:

(1) Construct that portion of the crossing lying between lines drawn two feet outside each rail at the crossing;

(2) Furnish and install two Commissioner's Standard No. 2B cantilevered flashing lights at the crossing, said signals to be activated by motion sensing devices;

(3) Upon completion of all ordered alterations to Crossing No. 2G-002.50, close temporary Crossing No. 2G-002.49, remove all installed crossing signal equipment and all crossing material from the area lying between lines drawn two feet outside each rail;

(b) Maintain the automatic signalization ordered herein and maintain that part of Crossing No. 2G-002.50 lying between lines drawn two feet outside each rail and bear all the costs thereof; and

(c) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective February 5, 1976.

PUBLIC UTILITY COMMISSIONER OF OREGON

Charles Davis

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

Form 81-734-1108

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8275

APPLYING TO CONTRACT PROJECTS

Order No. 8

Section Grande Ronde River (Island City) Bridge Date December 15, 19 75

Highway Wallowa Lake F.A.P. No. BRFF - 80(9)

County Union Prefix 31-1087 Account No. 290-08

Description of Work To Be Done:

Transfer salvageable 12 BP 53 steel pile cut-offs from contract 8275 to maintenance purchasing account #43-4415-190

APPROVED EFFECTIVE DATE 1-15-25
Cost [illegible] modification of project [illegible] additional funds are required
BY [signature]
TITLE K. J. Velach
DATE 2/23/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Br. # 4821A

Estimate of Quantities and Costs:

41.8 lineal feet @ $12.00/LF = $501.60 CAP

Explanation:

Pile cut-offs 20.0 feet and over must be transfered to maintenance purchasing account.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization		$723,948.60
Present estimate of project cost, including $ 501.60	for work under this order	$723,948.60
Expected under-run / over-run (amount)		$ –
Expected under-run / over-run (per cent)		–

Space to right of this line is for use of Salem Office

Submitted by: Joseph A. Schlieski
Joseph A. Schlieski, Resident Engineer

Approval Recommended: [signature]
Regional Construction Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: [signature]
Construction Engineer

SP*73602-734

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-14-75

FEDERAL AID PROJECT NO.
BR-FF-80(19)

STATE PROJECT NO.
Grande Ronde River Bridge

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
PP-3

COUNTY NAME
Union

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '75
REFER TO
Julien
FOR

Info	Inves	R/D	D/R	Sign	Act

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	September 15, 1975	Primary Route #7	Wallowa Lake Highway Route 10

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for City of LaGrande's water line effective September 15, 1975. Reimbursement on an actual cost basis estimated to be $1,018.20 - federal funds $763.50 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum dated June 24, 1975 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. I approve the agreement with the City of LaGrande consisting of your Regional Utilities & Railroad Engineer's verbal notice, the City of LaGrande's September 11, 1975 letter and the plans and estimate furnished by Mr. Preston's September 23, 1975 letter. Mr. Harlin Gerlach's Affidavit of the City of LaGrande's property rights is acknowledged. The permit covering this adjustment was previously approved by this office.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-14-75	C R Baughman for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#2275

48

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

AUGUST 20, 1975

MR. F. B. KLABOE
ADMINISTRATOR AND
STATE HIGHWAY ENGINEER
140 STATE HIGHWAY BUILDING
SALEM, OR 97310

RE: PUX 975 SXF 748

DEAR MR. KLABOE

ENCLOSED IS A COPY OF ORDER NO. 75-698 ISSUED BY THE PUBLIC UTILITY COMMISSIONER ON AUGUST 11, 1975, RELATIVE TO THE ABOVE-SUBJECT MATTER.

VERY TRULY YOURS

LEE JOHNSON
ATTORNEY GENERAL

Jack L. Sollis clh

JACK L. SOLLIS
ASSISTANT ATTORNEY GENERAL

JLS:CLH
ENCLOSURE
CC - C. R. BURGHART (3)
E. S. HUNTER
C. T. KEASEY (2)
D. H. MOEHRING (2)
W. E. SCHWARTZ (2)
L. E. GEORGE (2)
J. E. CHIDSEY
G. A. STARKEY
R. P. HAMILTON

RECEIVED
STATE HWY ENG
AUG 20 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

RECEIVED
AUG 20 1975
Office of
Assistant State Highway Engineer

Order No. 75-698
Crossing No. 2G-002.49

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 748

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter a grade crossing of Wallowa Lake Highway and Union Pacific Railroad Company, Joseph Branch, near Island City, Union County, Oregon.

ORDER

On March 6, 1975, the State of Oregon, Department of Transportation, through its Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of the Wallowa Lake Highway (State Route No. 82, also known as "B" Street), a public highway under the jurisdiction of the Oregon State Department of Transportation, Highway Division, with the single track and right-of-way of the Oregon-Washington Railroad and Navigation Company, Joseph Branch, Union Pacific Railroad Company, lessee, in Island City, Union County, Oregon.

Applicant proposes to reconstruct the existing highway bridge over the Grand Ronde River north of the Crossing No. 2G-002.50, widening the road from 32 feet at the crossing to 53 feet. A detour route and temporary bridge is required during the construction period. Applicant requests authorization to construct a temporary grade crossing 60 feet west of the existing Crossing No. 2G-002.50. Applicant proposes to protect the temporary crossing with two flashing light signals.

Due consideration has been given to the request for a temporary crossing and responses thereto.

It appears that all parties are in agreement as to the altering of the existing crossing but that certain matters relating to a proper protection package for this crossing have not been completely resolved at this time. Pending final resolution of these matters, it is felt that construction schedules dictate immediate installation of the temporary crossing and cannot await resolution of the unresolved issues.

Based upon the application and files of the Commissioner, it is found that an interim order granting permission to construct a temporary railroad-highway grade crossing should be entered upon the following terms and conditions. It is therefore

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~STATE HIGHWAY~~ Transportation Commission

DATE July 23, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
July 31 Bid Letting

Bids will be taken July 31 on the following projects. This is an informational report to document the Highway Division's action to be taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

1. Baldock Safety Rest Area, Pacific Highway
Clackamas County

Expansion Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. North Albany Interchange-Lebanon Road Interchange
Pacific Highway, Linn County

Roadside Improvement Project

Same as No. 1.

3. Chemawa Road-Hayesville Interchange
Pacific Highway, Marion County

Grading, Paving and Signing Project

Existing bikeway to be replaced in kind.

Order No. 75-698
Crossing No. 2G-002.49

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 748

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter a grade crossing of Wallowa Lake Highway and Union Pacific Railroad Company, Joseph Branch, near Island City, Union County, Oregon.

ORDER

On March 6, 1975, the State of Oregon, Department of Transportation, through its Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of the Wallowa Lake Highway (State Route No. 82, also known as "B" Street), a public highway under the jurisdiction of the Oregon State Department of Transportation, Highway Division, with the single track and right-of-way of the Oregon-Washington Railroad and Navigation Company, Joseph Branch, Union Pacific Railroad Company, lessee, in Island City, Union County, Oregon.

Applicant proposes to reconstruct the existing highway bridge over the Grand Ronde River north of the Crossing No. 2G-002.50, widening the road from 32 feet at the crossing to 53 feet. A detour route and temporary bridge is required during the construction period. Applicant requests authorization to construct a temporary grade crossing 60 feet west of the existing Crossing No. 2G-002.50. Applicant proposes to protect the temporary crossing with two flashing light signals.

Due consideration has been given to the request for a temporary crossing and responses thereto.

It appears that all parties are in agreement as to the altering of the existing crossing but that certain matters relating to a proper protection package for this crossing have not been completely resolved at this time. Pending final resolution of these matters, it is felt that construction schedules dictate immediate installation of the temporary crossing and cannot await resolution of the unresolved issues.

Based upon the application and files of the Commissioner, it is found that an interim order granting permission to construct a temporary railroad-highway grade crossing should be entered upon the following terms and conditions. It is therefore

ORDERED that

(1) Authority to construct and maintain a temporary crossing and bikeway at grade as requested herein is hereby authorized.

(2) Union Pacific Railroad, subject to reimbursement by applicant, shall:

(a) Construct and maintain the temporary crossing authorized herein;

(b) Install and maintain two Commissioner's Standard No. 2 flashing light signals at the temporary crossing, utilizing the signals and circuitry now installed at Crossing 2G-2.50; and

(c) Provide flag protection at the appropriate crossing during the period the flashing light units are relocated from Crossing No. 2G-002.50 and prior to commencing operation at the temporary grade crossing.

(3) Applicant shall:

(a) Bear all costs of constructing and maintaining the authorized temporary crossing and attendant automatic signalization;

(b) Furnish, install and maintain standard advance warning signs and standard advance warning bicycle path signs at appropriate locations on the crossing approaches; and

(c) Notify the Commissioner upon opening the temporary crossing.

Made, entered and effective August 11, 1975

PUBLIC UTILITY COMMISSIONER OF OREGON

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

4. Grand Ronde River (Island City) Bridge
Wallowa Lake Highway, Union County

Grading, Paving and Structure Project

An 8-foot wide sidewalk, which may be used by pedestrians and bicyclists, will be provided.

5. Ritner Creek Bridge, Kings Valley Highway
30 Miles ± Southwest of Salem, Polk County

Grading, Paving and Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

6. Bear Creek Bridge, FAS 32-104
2 miles ± Southerly of Wallowa, Wallowa County

Structure Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

7. Ridge Road and Pacific Way (Gearhart)
Fort Stevens and Oregon Coast Highways
In Gearhart and Hammond, Clatsop County

Traffic Signal Project

Same as No. 1.

8. Oregon Coast Highway at "U" Avenue (Seaside)
Clatsop County

Traffic Signal Project

Same as No. 1.

9. 9th Avenue-10th Avenue (Sweet Home)
Santiam Highway, Linn County

Grading, Paving and Signal Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Eight-foot and 10-foot sidewalks exist.

10. 7th Street (Lafayette), City Street, Yamhill County

Grading and Paving Project

Same as No. 6.

11. S. W. 5th Street (Canyonville) City Street,
Yamhill County

Grading, Paving and Curbing Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Sidewalks exist.

12. Saginaw Avenue (Hines) City Street, Harney County

Grading and Paving Project

Same as No. 6.

13. Park Street (Burns) City Street, Harney County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that

"Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

14. Chiloquin Rock Production Project
37 Miles ± North of Klamath Falls on
The Dalles-California Highway, Klamath County

Same as No. 1.

15. S.W. 4th Avenue at Verde Drive (Ontario)
Olds Ferry-Ontario Highway, Malheur County

Traffic Signal Installation

Same as No. 1.

16. Bullards Beach State Park
3 Miles ± North of Bandon, Coos County

Riprap Protection Project

Same as No. 1.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

LD:jp jwa

R

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 23, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: John R Oakes
for: J. B. BOYD
Right of Way Engineer

SUBJECT: Oregon Project FF-80(8)
Grande Ronde River Bridge
File No. 48424 Mack

You requested, in your letter No. 1041RW.1 dated July 10, 1975, further explanation from the State's appraiser for valuing that portion of the property lying in the river at the same unit value as that portion not in the river.

The attached letter from the appraiser appears to fully explain his reasoning.

RFS/bdr
Attach.
cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
V. E. Skoog
M. R. Mitchell

RECEIVED

NOTED
R. L. SCHROEDER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
July 18, 1975

To: Verne A. Allen
Regional R/W Supervisor

SUBJECT: File No. 48424
Grande Ronde River Bridge Section
Wallowa Lake Highway
Union County

L A G R A N D E

As per your request to explain my reasoning for allowing full value on the two parcels that lie in and on the banks of the Grande Ronde River.

I was considering a lower value on those parcels, however, after talking with Mr. Coleman of R.D. Mack, Inc. I decided to put full value on it. Mr. Coleman advised me that the company had for many years used the river as a material source and that they would in the future if the Department of Environmental Quality will ever allow them to. He further stated that this was the reason they owned both sides of the river. Also, during periods of high water excess gravel builds up in this area and it is necessary at times to remove it.

On further investigation I was advised that the La Grande Sand and Gravel Company who had the property before R.D. Mack, had taken gravel from the river above, on, and below the subject property.

In appraising the property that abutts the subject property on the south I spoke with Mr. Everett Hamann who informed me that when he purchased his property he tried to purchase that land on his side of the river. Mr. Coleman informed him it was not for sale as he wanted to retain it as a material source.

I also noted while doing my work in the Union County Court House that the entire property is assessed and the same unit value put on the entirety.

Roy A. Horine
Right of Way Agent

RAH/nmb

RIGHT OF WAY SECTION
RECEIVED
JUL 21 1975

RECEIVED
JUL 21 1
APPRAISAL UNIT

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 10, 1975

In reply refer to: 1041RW.1

SUBJECT: Oregon Project FF-80(8)
Grande Ronde River Bridge
Appraisal, File 48424, Mack

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Approximately one-half of the area of the two parcels involved in this acquisition lie within the Grande Ronde River or on its banks. The appriaser has treated this area as though it has full industrial land value. Please have him explain his reasoning concerning this matter.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 11 '75
REFER TO
FOR
Info | Init | R/D | D/R | Sign | Act | File

RECEIVED
JUL 11 1975

BOF 7-29-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BRFF-80(9)

STATE PROJECT NO.
Grande Ronde River (Island City) Bridge Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
PP-3

COUNTY NAME
Union

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	June 24, 1975	Primary Route 7 Wallowa Lake Highway Route 10

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for California Pacific Utilities Co.'s power line effective June 24, 1975. Reimbursement on an agreed lump sum basis of $1,913.23 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
R. L. SCHROEDER

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Utility Adjustment
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Our program memorandum dated June 24, 1975 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the California Pacific Utility Co. consisting of your Utilities and Railroad Engineer's letter, the California Pacific Utilities Co. June 20 letter, and the plans and estimate furnished by Mr. Preston's June 26 letter. Mr. Harlin Gerlack's affidavit of Cal-Pac Utilities Co.'s property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-75	A R Buehrdt fai	Division Engineer

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8275

10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 7, 1975

FILE: BR 4821A

FROM: Jack L. Davis
Foundation Engineer

TO:

Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:

Foundation Data
Grand Ronde R. (Island City) Br. Sec.
Wallowa Lake Highway
Union County

Enclosed is a copy of the Foundation Data Sheet and the drill logs for the Grand Ronde River (Island City) Bridge.

Data Included:

Foundation Data Sheet, drawing 29194

Drill logs, Test Holes Nos. 1 and 2

This project is scheduled to be let on July 31, 1975.

JLD:dh
Enclosures

cc W. E. Schwartz/w/ encl.
J. A. Schlieski /w/ encl.

A. Olson
Terpin
Scott
Swenson
R. Olson
Trout
REC
JUL 7 1975
RO
to File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE June 25, 1975

TO Jack L. Sollis
Asst. Attorney General & Counsel

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Agreement Covering Construction Maintenance
Grande Ronde River Bridge Section
Island City
Wallowa Lake Highway

You requested that I give you my comments regarding the attached letters which are from Mr. James Bergmann of Union Pacific Railroad, and Mr. James Chidsey. I, as Jim, think that indicating in an agreement that we will commit future Highway Engineers and/or Commissions to the maintenance of railroad facilities is against a long-standing policy. We do not believe that it is our interest to involve ourselves now, or in the future, in the maintenance of railroad facilities or in the cost of maintenance. We have enough difficulty on construction projects auditing the cost factors and policing the agreements without opening the door to this blank type of agreement. I am in agreement that we do not commit ourselves to such maintenance.

JBB:jk
cc: R. L. Schroeder
H. S. Coulter

RECEIVED

NOTED
R. L. Schroeder

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
L. JAMES BERGMANN
ASSISTANT GENERAL SOLICITOR
JOHN F. WEISSER, JR.
GENERAL ATTORNEY
ALLARD J. HEITKEMPER
CHARLES N. ISAAK
ASSISTANT GENERAL ATTORNEYS
ROBERT E. WALKLEY
ATTORNEY

628 PITTOCK BLOCK
PORTLAND, OREGON 97205

Mailing Address:
P. O. BOX 4265
PORTLAND, OREGON 97208

503 288-6221

RECEIVED
JUN 19 1975
LEGAL

NOTED
JACK L. SOLLIS

June 18, 1975

323-1-100

RIGHT OF WAY SECTION
RECEIVED
JUN 20 1975

Mr. Jack L. Sollis
Assistant Attorney General
Trial Division
Department of Justice
211 State Highway Building
Salem, Oregon 97310

Re: Agreement covering construction-maintenance of Grande Ronde River (Island City) Bridge Section of Wallowa Lake Highway, Union County

Dear Jack:

Attached for your ready reference is a copy of Mr. Chidsey's letter dated April 21, 1975, objecting to a provision in Section 4(b) of the agreement which was prepared to cover this project. I am also attaching a copy of the provision to which Mr. Chidsey objected.

The provision that the Railroad shall have the benefit and advantage of Federal, state or other public funds for operation and maintenance of protective devices at the crossing has been included in our agreements in the State of Washington for a number of years. Our concern is that unless some such provision is included in agreements, if and when such funds become available, we may not be able to use them on existing installations.

You will recall that we intended to discuss this before or after one of the hearings on the grade crossing bill, but somehow the hearing times were cancelled or delayed so that we were never able to get together. It seems to me

323-1-100

that the proviso does not impose much of a burden on the State. I will be out of the office until June 27. In the meantime, perhaps you can review the provision again, and reconsider or pinpoint your objections, and we can discuss it by telephone the week of June 30.

Jim Chidsey indicated that the project is not being delayed by the agreement, but he wants to get the agreement moving as soon as possible.

Sincerely,

L. James Bergmann

L. James Bergmann

LJB/nr
Enclosures

cc: Mr. James E. Chidsey

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DIVN. ENGR.
APR 25 1975
UPRR ALBINA

April 21, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Construction-Maintenance Agreement
Grande Ronde River (Island City)
Bridge Section
Wallowa Lake Highway
Union County
UPRR File: D-321-2-33

Dear Sir:

The Construction-Maintenance Agreement which you forwarded to me with your letter of April 10, 1975 has been reviewed by our Assistant Attorney General and he has asked that this agreement be returned to you for revision. Paragraph (b) of Section 4 on Page 8 states ".....; PROVIDED, however, any future legislation makes Federal, State or other public funds available for the operation and maintenance of protective devices at grade crossings, the Railroad shall benefit and advantage of said funds for the operation and maintenance of the protective devices installed pursuant hereto. Second party will utilize its best efforts, in cooperation with the Railroad, to secure said funds. This agreement shall be supplemented and amended as necessary for the operation and maintenance of said protective devices to qualify for such funds." This language is not acceptable to the State of Oregon since it would obligate the State at some time in the future to do things which may not be legal for the State to do at that point in time. As such, we are requesting that all clauses of this type be excluded from Construction-Maintenance Agreements with Railroads.

Be assured that if at some time in the future legislation is enacted which would assist the Railroads in maintenance costs etc., the Oregon Department of Transportation, Highway Division, would do everything possible to aid the Railroads in qualifying for receipt of these funds.

It would be appreciated if this paragraph could be amended by deletion of everything after the semicolon and then returned to me for execution.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

It would be appreciated if this paragraph could be amended by deletion of everything after the semicolon and then returned to me for execution.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

deemed to require reimbursement of Second Party by the Federal Highway Administration as a condition precedent to Second Party's obligation. If Second Party desires to secure reimbursement from the Federal Highway Administration for all phases of the work performed by the Railroad, it is the responsibility of Second Party to ensure that interpretation of said PPM 30-3 will permit Federal participation in the cost and expense of work which, pursuant hereto, is to be performed by the Railroad at the expense of Second Party.

Section 4. MAINTENANCE.

(a) Second Party, at its own expense and without expense to the Railroad, shall and will keep and maintain the highway and all appurtenances thereof in good condition and repair so as not to jeopardize, damage or interfere with the Railroad's property, facilities and operations. If at any time the Railroad shall elect or be required by competent public authority to raise or lower the grade of all or any part of the Railroad's property upon which is constructed the grade crossing shown outlined in green on Exhibit "A" and described in Section 1(a)(2) hereof, Second Party shall at once alter and change the grade of said crossing so as to conform to the change of grade required by the Railroad, and the provisions hereof shall thereafter apply to such crossing as so changed.

(b) The Railroad, at its own expense, and without expense to Second Party, shall maintain its tracks, including the paving between the rails and for one foot on the outside thereof, and all appurtenances thereof, including the automatic crossing protective devices to be constructed at the crossing pursuant hereto; PROVIDED, however, in the event any future legislation makes Federal, state or other public funds available for the operation and maintenance of protective devices at grade crossings, the Railroad shall benefit and advantage of said funds for the operation and maintenance of the protective devices installed pursuant hereto. Second Party shall utilize its best efforts, in cooperation with the Railroad, to secure said funds. This agreement shall be supplemented and amended as necessary for the operation and maintenance of said protective devices to qualify for such funds.

Transaction No. 6-169

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-24-75

BY (Signature): L. W. Rulien's June 12, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS XX OTHERS Priority Primary

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 3 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
3	BRFF-80(9)	0.18	682,000	511,500

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Grande Ronde River (Island City) Bridge Section Union County State of Oregon	One Structure

NOTED E. S. HUNTER

RECEIVED JUN 30 1975 OFFICE OF ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENG. JUN 30 '75 REPLY TO Hunter FOR

REMARKS (Division)

You are authorized to proceed with railroad adjustment and utility adjustments including preparatory work.

7-1-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-24-75	SIGNATURE AND TITLE G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 23, 1975

SUBJECT: Special Bridge Replacement Funds

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have just received telecopier memorandums from Mr. H. A. Lindberg, Associate Administrator for Engineering and Traffic Operations, FHWA, indicating that Oregon has been allocated $1,654,500 for the Federal redistribution share of unobligated Special Bridge Replacement funds for the following bridges:

	Bridges	Bridge No.
1.	Willamette River Bridge at Harrisburg	00583
2.	Grande Ronde River Bridge (Island City)	04821A
3.	Oswego Lake Outlet Bridge	06070
4.	Ritner Creek Bridge	01251
5.	Bear Creek Bridge	32C11

Please send over the PS&E submittal as soon as possible so that you can advertise the projects before the end of the month. This is a requirement of these funds.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

FORM E 10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 16, 1975

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Right of Way Status
Federal-Aid Projects
Bid Opening July 31, 1975
Grande Ronde River (Island City) Bridge
Wallowa Lake Highway
Union County
BRFF-80(9)

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No individuals or families have been displaced on the project.

Although all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of the project has been acquired. On some files full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands have vacated, and the State has physical possession.

All right of way will be acquired in accordance with current F.H.W.A. directives covering the acquisition of real property.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha
cc R. L. Schroeder
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

8375

R

PRO 6-2

June 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. BRFF-80(9)

We are submitting program data for one project, Item No. 3, Project No. BRFF-80(9), "Grande Ronde River (Island City) Bridge Section", which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23 U.S.C. This project is being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum.

It is our present intention to receive bids for this project on July 31, 1975.

State Clearinghouse and District 13 Clearinghouse A-95 review approval documents dated April 23, 1975 and April 17, 1975, respectively, were forwarded previously.

Encl.

JG:js

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 12, 1975

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): SR 82, NCL (Island City), N. 0.2 mi. 21 60

ADT — PRESENT: 5,400 — FUTURE: 8,100 — YEAR: 95 (66)(70)(71)(72)

REGION: 10 — STATE NAME: Oregon — STATE CODE: (2)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge 26 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (68) — UA CLASSIF. (70) — UA AREA (71)(72) — EMERG. YR. (73) — PL. AUTH YR (74)(76)

PROJECT NUMBER — PREFIX LETTER(S): BRFF- 14 28 — NUMBER: 80 7 — SEQ.: (9)

CARD 4 — CLASS OF FEDERAL FUNDS: Special Bridge Replacement — COUNTY NAME: Union — CODE: 061 (114)(10)

NAME OF URBAN AREA: - - - 17-31 — ROUTE NO.: P — FEDERAL-AID: 7 (32) — STATE: 10 (36)(37) — U.S.: - - (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1-4)(5)	(15)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
1					PE		SR 82, North City Limits (Island City), N. 0.2 mi.					
2					ROW							
3					CONST (CODE) X081		"Grande Ronde River (Island City) Bridge Section"	0.18	682,000	511,500	170,500	
							PROJECT TOTALS	0.18	682,000	511,500	170,500	

(16) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 2; Proj

-ove

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 12, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 82, NCL (Island City), N. 0.2 mi.	ADT	5,400	8,100	95	10	Oregon	41	115	3

TYPE OF WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Bridge								BRFF-	80	(9)		

PROJECT DESCRIPTION	COUNTY NAME	CODE	PROGRAM STAGE
Special Bridge Replacement	Union	061	1 OR y 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
p	7	10	- -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 82, North City Limits (Island City), N. 0.2 mi.						Construct one pre-stressed conc. beam br. (L. 210'), approach roadways, inst. RR cantilever flashing lights & incidental work common to this type of project. RR protective service as required.
ROW								
CONST (CODE) X081		"Grande Ronde River (Island City) Bridge Section"	0.18	682,000	511,500	170,500		ROW - 125' max; Access control - partial; Parking restrictions-none. RR & Utilities - adj. required including preparatory work.
		PROJECT TOTALS	0.18	682,000	511,500	170,500		

APPROVAL DATES

REMARKS

Additional Data: Item No. 2; Project No. FF-80(8).

-over-

USCOMM DUSCOMM-DC 46905-P61

GRANDE RONDE RIVER (ISLAND CITY) BRIDGE SECTION

PROJECT NO. BRFF-80(9)

REMARKS - continued

Project Data: The work consists of (1) constructing one prestressed concrete bulb-T beam bridge (Br. No. 4821A) 210 feet long with 44-foot horizontal clearance having an 8-foot walk/bikeway on the upstream (westerly) side; (2) constructing approach roadway at both ends of bridge with related grading, draining and high-type surfacing to accommodate two 12-foot traffic lanes with 10-foot paved shoulders and 8-foot nominal AC walk/bikeway on westerly side; (3) installing railroad cantilever flashing lights warning devices and reconstruction of grade crossing surface; (4) incidental work common to this type of project; (5) railroad protective service as required.

NOTE: The railroad company will install the signals, adjust rail facility and salvage existing signal.

Railroad Crossing Data:

Name	O.W.R. & N. Co. (Lessee Union Pacific)
No. of Trains	3 freight and 2 switch per day
No. of Tracks	One
No. of Hi-speed Trains	None
Existing Protection	Flashing lights on mast
Proposed Protection	Cantilever flashing lights
Railroad Benefit	None

FHPM 7-7-5 Requirements: Location/design approval granted by FHWA June 11, 1975.

Data for PR-37:

Type Code	Description	Est
X081	Bridge	$6
Y010	RR-Hwy. grade x'ing surf. improvement	
Y012	RR x'ing cantilever flashing lights	
Y060	Utilities (Calif. Pac. Utilities Co.)	
	RR protective service	
	Total Est. Cost	$6

NOTE: On-the-job trainees, as set forth in FHWA order interim 7 on this project will be determined at PS & E stage and t number stipulated in the PS & E documents.

GRANDE RONDE RIVER (ISLAND CITY) BRIDGE SECTION

PROJECT NO. BRFF-80(9)

tinued

The work consists of (1) constructing one prestressed -T beam bridge (Br. No. 4821A) 210 feet long with ontal clearance having an 8-foot walk/bikeway on the terly) side; (2) constructing approach roadway at both e with related grading, draining and high-type surfacing e two 12-foot traffic lanes with 10-foot paved shoulders minal AC walk/bikeway on westerly side; (3) installing ilever flashing lights warning devices and reconstruction sing surface; (4) incidental work common to this type of railroad protective service as required.

ailroad company will install the signals, adjust rail ity and salvage existing signal.

ossing Data:

- - - - - - - - O.W.R. & N. Co. (Lessee Union Pacific)
ns - - - - - - 3 freight and 2 switch per day
ks - - - - - - One
peed Trains - - None
otection - - - Flashing lights on mast
otection - - - Cantilever flashing lights
nefit - - - - - None

Requirements: Location/design approval granted by FHWA
75.

Data for PR-37:

Type Code	Description	Est. Cost
		$632,650
X081	Bridge	1,530
Y010	RR-Hwy. grade x'ing surf. improvement	41,220
Y012	RR x'ing cantilever flashing lights	4,000
Y060	Utilities (Calif. Pac. Utilities Co.)	2,600
	RR protective service	
	Total Est. Cost	$682,000

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

6-11-75

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FF-80(8)

STATE PROJECT NO.: Grande Ronde River Br.

FROM: G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: FF-2

COUNTY NAME: (Island City) Sec Union

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-11-75	Primary Route 7	Primary Route 10

GENERAL LOCATION:

SR 82 NCL Island City North 0.2 mi.

GENERAL DESCRIPTION OF WORK:

PE & acquisition of right of way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☑ PREPARATION

☑ OTHER (Specify) Relocation Payments

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's June 10 and 11, 1975 letters I hereby grant location/design approval for the subject project and authorize you to proceed with preliminary engineering necessary to obtain PS&E approval. You are also authorized to proceed with the actual acquisition of right of way as programed.

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6-17-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENGR
JUN 13 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-11-75	W. W. Cuneo	Division Engineer

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Con 19-1
Grande Ronde

~~PRO 6-1~~

June 10, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Location/Design Approval
Project No. FF-80(-)
Grande Ronde Riv. (Island City) Br. Sec.
Walloa Lake Highway (ORE 82)
Union County

We request your approval of the location/design described in the enclosed study report for the subject project on FAP Route 7.

The report consists of the following documents:

1 copy Corridor/Design Study Report
1 copy Public Hearing Documentation (DOT)
1 copy Preliminary Contract Plan

One copy each of the State Clearinghouse and District 13 Clearinghouse A-95 review approval documents dated April 23, 1975 and April 17, 1975, respectively, were forwarded previously.

FHWA concurred on February 20, 1975 that this is a nonmajor action project.

An opportunity to request a corridor/design hearing was afforded the public through publication in appropriate news media on the 17th and 24th of April 1975 and no requests for a hearing were received as of May 8, 1975, the time limit for filing a request.

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded that the location/design is suitable for the project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by FHPM 7-7-5. A copy of the request to the news media for publication was forwarded previously.

Encl.

JG:jb

cc F. B. Klaboe
A. E. Johson
E. S. Hunter
Victor D. Wolfe
J. H. Versteeg
W. J. Hart
Reg. 5 (W.E.Schwartz)
Co.-City (G. Hopkins)
D. E. Swan
B. L. Gifford

RE

HIGHWAY PROJECT DESIGN STUDY REPORT
GRANDE RONDE RIVER (ISLAND CITY) BRIDGE SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

The purpose of this project is to acquire the right of way and perform the necessary grading, paving, structure construction and incidental work necessary to replace the existing facility. The new structure will have a roadway width of 44 feet with an 8-foot sidewalk on the upstream side only, connected to 8-foot walks at both ends. A temporary detour bridge upstream and parallel to it will be used during construction and removed upon completion of the project. No families, businesses, farm operations or nonprofit organizations would be displaced.

The existing highway has two 12-foot travel lanes and paved shoulders that average about eight feet in width. The roadway width of the existing structure is approximately 24 feet with no shoulders. The 1974 ADT was 5200 vehicles; projected 1994 ADT is 7900 vehicles. From January 1, 1970 through December 31, 1974 the accident rate for this section of highway was 4.6 accidents per million vehicle miles in comparison with the statewide average of 2.0 accidents per million vehicle miles on similar highways.

This project was advertised and a hearing offered, but no requests for a hearing were received.

We recommend that the project be approved.

WAE:mc
5/29/75

STATE OF OREG
Department of Transportation

INTERC CE MEMO

TO: Victor D. Wolfe
Location Engineer

DATE: May 22, 1975

FROM: Thomas Schwab
Transportation Engineer

File: Union County

SUBJECT: Public Hearing Documentation
Grande Ronde (Island City) Bridge
Wallowa Lake Highway
Union County

Improvements on the subject section is identified in the Oregon State Highway Division's suggested six year construction program scheduled for construction in the 1975 fiscal year. The purpose of the project is for replacement of the existing bridge over the Grande Ronde River.

The existing highway has two twelve foot lanes and paved shoulders that average about eight feet. The traveled way width of the structure is approximately 24 feet and no shoulders. Passenger car travel is the primary mode of travel in this corridor although bus service is provided by Wallowa Valley Stages with two round trips per day. During 1974 the average daily traffic for this Section was 5,200 vehicles. Assuming unrestrained travel and no improvement in public transportation in this corridor, the projected 1994 average daily traffic is 7,900 vehicles.

For the period January 1, 1970 through December 31, 1974 the accident rate for this section of highway was 4.6 accidents per million vehicle miles of travel. This compares with a statewide accident rate over the same period on similar types of highway of 2.0 accidents per million vehicle miles.

TS:bp

cc: Don Keyes
George Ramjoue

RECEIV
MAY 23 19
S

Transaction No. 6-105

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-10-75

BY (Signature): L. W. Pulien's May 29, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 2. THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
2	FF-80(2)	0.18	24,500	19,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Grande Ronde River Bridge (Island City) Section. Union County State of Oregon	Preliminary Engineering and right of way acquisition, all phases including moving costs

RECEIVED
STATE HWY ENGR
JUN 13 '75

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act
					✓

NOTED
E. S. HUNTER

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering necessary to obtain location/design approval.

6-17-75
ORIGINAL TO
L.W. Pulien

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		6-10-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXXX

May 29, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. FF-80(8)

We are submitting program data for one preliminary engineering and right-of-way project, Item No. 2, Project No. FF-80(8), "Grande Ronde River (Island City) Bridge Section", which we desire to have included in the Federal-aid Priority Primary Highway Program.

We request concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain location/design approval.

We further request concurrent with program approval authorization to proceed with the actual acquisition of the right-of-way. The right-of-way to be acquired is as outlined in red on the enclosed sketch maps.

Relocation assistance consists of the moving of personal property, therefore assurances regarding the availability of replacement housing for displaced persons is not required for this project.

A copy of State Clearinghouse A-95 review letter of approval was forwarded previously. Enclosed is a copy of the Notice of Intent with a note from R. C. Lang, Region 5 Federal Aid Engineer, indicating that District 13 Clearinghouse approved the project at a meeting on April 17, 1975.

CL:bb
Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

5-29-75

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD															
CARD 2	REPORT NUMBER (18)-(20): 1	PROJECT LOCATION (45 typewriter spaces) (21-65): SR 82, NCL Island City N. 0.2 Mi.	ADT	PRESENT: 5,400	FUTURE (66): 8,100	YEAR (70)(71)(72): 95	REGION: 10	STATE NAME: Oregon	STATE CODE (2): 4						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26-62): P.E. & Right-of-way Acquisition	NATL. FOREST (63)-(65):	FH ROUTE NO. (66)-(69):	SUPV AGCY (69):	DA CLASSIF. (70):	DA AREA (71):	EMERG. YR. (72)-(73):	PL. AUTH YR (74)-(75):	PROJECT NUMBER: PREFIX LETTER(S) (14)-(28): FF-	NUMBER (7): 80	SEQ. NO. (8):				
CARD	CLASS OF FEDERAL FUNDS: Priority Primary	NAME OF URBAN AREA (17-31): --	COUNTY NAME: Union	CODE (14)(16): 061	ROUTE NO.: P	FEDERAL-AID (32): 7	STATE (36)(37): 10	U.S. (41): --							

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (10)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54-58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-70)	STATE FUNDS	OTHER FUNDS	
5					PE		SR 82, N.C.L. Island City to N. 0.2 Mi.	0.18	5,500	4,300	1,200		P.E. a right- tion a moving
5					ROW			0.18	19,000	14,800	4,200		(Futur of 210 concre approa
5					CONST (CODE)		"Grande Ronde River Bridge (Island City) Section"						ROW-125 Access, Parking none.
							PROJECT TOTALS	0.18	24,500	19,100	5,400		

(16) (22)(24) (33)

CARD	CODE	PREPARED BY	REMARKS
1	1		
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-29-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, NCL Island City N. 0.2 Mi.	ADT	5,400	8,100	95	10	Oregon	41	A12	2

RK (35 typewriter)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
Acquisition								FF-	80	(8)	

	COUNTY NAME	CODE	PROGRAM STAGE
Priority Primary	Union	061	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
-- p	7	10	--

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 82, N.C.L. Island City to N. 0.2 Mi.	0.18	5,500	4,300	1,200		P.E. all phases and right-of-way acquisition all phases incl. moving costs.
W			0.18	19,000	14,800	4,200		(Future construction of 210' reinforced concrete bridge and approaches.)
NST		"Grande Ronde River Bridge (Island City) Section"						ROW-125' maximum; Access control-partial; Parking restrictions-none.
		PROJECT TOTALS	0.18	24,500	19,100	5,400		

OVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

GRANDE RONDE RIVER (ISLAND CITY) BRIDGE SECTION
PROJECT NO. FF-80(3)

Existing Facility:

Roadway -- 24-foot A.C. surface with 1-foot shoulders.

Structure -- Grande Ronde River Bridge, 210' steel pony truss, H.C. 21', H-10 loading.

Adjacent Sections:

South End -- 24-foot A.C. surface with 8-foot shoulders.
North End -- 24-foot A.C. surface with 8-foot shoulders.

Project Data:

Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Acquisition of right-of-way all phases including the moving of personal property for the future construction of a reinforced concrete bridge approximately 210' in length, roadway width of 44' and 8' combination sidewalk/bikeway and necessary grading and paving of approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse A-95 review letter of approval dated April 23, 1975. District 13 Clearinghouse approved the project at a meeting on April 17, 1975.

FHPM 7-7-2 Requirements: Nonmajor action project co
FHWA, February 20, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Opportunity for a heari
but none requested.

(b) Location/Design -- Approval will be reques
rate action.

Data for PR-37:

Preliminary Engineering:
Field Work $3
P.S. & E. Preparation. 2

Total $5

Relocation Assistance:
Moving of Personal Property $1

NOTE: This project is in Congressional District No.

RIVER (ISLAND CITY) BRIDGE SECTION
PROJECT NO. FF-80(3)

-foot A.C. surface with 1-foot shoulders.

ande Ronde River Bridge, 210' steel pony
uss, H.C. 21', H-10 loading.

-foot A.C. surface with 8-foot shoulders.
-foot A.C. surface with 8-foot shoulders.

project consists of the following:

engineering all phases.

of right-of-way all phases including the
ersonal property for the future construc-
einforced concrete bridge approximately
gth, roadway width of 44' and 8' combina-
lk/bikeway and necessary grading and
pproaches.

ts, Railroads, Water Developments,
eational Areas: None involved.

s: State Clearinghouse A-95 review letter
April 23, 1975. District 13 Clearinghouse
ject at a meeting on April 17, 1975.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA, February 20, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Opportunity for a hearing was offered but none requested.

(b) Location/Design -- Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering:	
Field Work	$3,000
P.S. & E. Preparation.	2,500
Total	$5,500
Relocation Assistance:	
Moving of Personal Property	$1,500

NOTE: This project is in Congressional District No. 2.

Robert W. Straub
xxxxxxxxxx

May 22, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administrator

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Redistribution of Special Bridge
Replacement Funds

The Oregon State Highway Division, as you know, has obligated its total fiscal year 1976 Special Bridge Replacement funds. In fact, these funds were insufficient to cover Bridge No. 583, Willamette River Bridge at Harrisburg, which has been contracted. The following is a listing of projects on which we could obligate additional monies by June 30 if the funds were available.

Br. No.	Name	Sufficiency Rating	Federal Funds
583	Willamette River Bridge at Harrisburg	48.1	$456,000
1821A	Grande Ronde River Bridge	26.2	$600,000
1251	Ritner Creek Bridge	59.4	$246,000

The above projects total $1,302,000 in federal funds. We believe that we can obligate the money and would appreciate anything that you can do to obtain funds for us.

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
W. J. Hart
J. H. Versteeg
Victor D. Wolfe

LWR:ljt

5/20/75

SBR Projects

1. Rock Creek Bridge
   - Str. $84,000
   - Gr. & Pave 401,000
   - $485,000 ←

2. Island City Bridge
   - Str. $575,000
   - Gr. & Pave 224,000
   - $799,000 ←

3. Ritner Cr. Bridge
   - Str. $325,000 ←
   - Gr. & Pave - FAS funds

4. Lake Oswego Outfall
   - Str. Gr. & Pave $320,000 ←

8275

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 14, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Grande Ronde River (Island City) Br.
Wallowa Lake Highway
Union County

TO: MEMORANDUM TO THE FILES

It has been determined that the Hamann access will be connected to the detour road during the construction of the new bridge and to the reconstructed highway when the detour is removed. A temporary closure of this access during detour use will not be possible.

The Hamanns have informed our right of way people they have a permit from the railroad for their access.

It will be necessary to make some design revisions to the present plans so the access can be connected to the best advantage in it's rather awkward location between the end of the bridge and the railroad track. The bridge rails and the pedestrian hand rail should be terminated at the bridge end which will allow use of the impact panel area for a better turning radius into the access. We will use guard rail on appropriate radius bends for bridge end and railroad signal protection.

FE:we
cc: L. L. Wallace
James Chidsey
Fred Eriksen

RECEIVED

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 8, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project. RF-80(-)
Grande Ronde River(Island City)Bridge
Salvage of Timber stringers

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Hart's April 24th letter, we concur that it will be in the public interest to salvage untreated timber bridge stringers and that $65/MBM is a satisfactory value to use in crediting the Federal-aid project.

G. L. Green

cc:
OSHD (W. Hart)
Bridge Section

NOTED
E. S. HUNTER
cc Vaughey
5-13-75

NOTED
I. L. JOHNS

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE H'WY ENGR
MAY 12 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

BR 4821A

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 24, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

FHWA SBR-80(-)

NOTED
E. S. HUNTER

Attention Mr. H. A. Schell

Dear Mr. Green:

Grande Ronde R. (Island City) Bridge
Wallowa Lake Highway, Union County
Bridge 4821A
Untreated Timber Salvage

There are sixty 6" x 16" untreated timber stringers in the existing bridge that could be salvaged and made available for future use by the State. We propose to handle the matter in the following manner.

We will specify that all sound stringers will be salvaged and stockpiled at an appropriate site as directed by the engineer. All unsatisfactory material will become the property of the contractor at the point of removal.

This federal-aid project will be credited in the amount of $65 per MBM of timber salvaged. This price was arrived at as follows:

1. Salvage value of untreated timber, $50 MBM.

2. Extra cost to contractor for separating, hauling and stockpiling, $15 MBM.

Initially, the project will be credited for 9 MBM at $65 = $585. The actual credit to the project will be adjusted when the quantity of material salvaged and delivered is determined.

RECEIVED
APR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

Walter J. Hart
Bridge Engineer

PMO:dh

cc E. S. Hunter
W. E. Schwartz
C. G. Swenson

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

DATE: May 6, 1975

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
CC Rubow
5-9-75

NOTED
[illegible] L. JOHNS

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
FOR
Init. | Inves. | R/D | D.P. | Sign | File

cc Hunter

Robert W. Straub
XXXXXXXXXXX

May 6, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Grande Ronde River Bridge
1041EC.2

With reference to your memo of April 18, the subject project presently is the same as outlined in the environmental assessment dated December 23, 1974. No changes have occurred in the proposal, but rather, the following information concerning right-of-way, and the concern of an affected property owner, have come to light. Specific right of way acreages total 0.83 acre for right-of-way and 0.45 acre for temporary easement. The above right-of-way totals, while not different from what has been necessary for the project, were not specifically documented in the original assessment.

Additionally, it has come to our attention that a property owner immediately adjacent to the bridge approach is concerned over access to his property during construction. Therefore, it is deemed appropriate to offer a hearing.

It is felt that the original environmental assessment still accurately assesses the environmental impacts of the proposal and that a reassessment is not necessary.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

GR:cb js

bc:
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
G. A. Potter
V. D. Wolfe
L. W. Rulien
J. B. Boyd
W. E. Schwartz

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

SUBJECT: Oregon Project SBR-80(-)
Grande Ronde River Bridge

DATE: April 18, 1975

In reply refer to: 1041EC.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Although it was indicated in the project assessment for the subject project that neither an A-95 review of a public hearing would be required we now note that an A-95 review was requested on March 24 and a public hearing is being offered. Does this indicate a major change in the proposal and does the aforementioned project assessment still accurately appraise the environmental impact of the project or is a reassessment indicated? Please advise for the records.

G. L. Green

cc:
OSHD(Rulien)

RECEIVED
STATE HWY ENG
APR 22 '75
REFER TO
FOR

4-22-75
Cotter
R/R supvy
ESH

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1975

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FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 25, 1975

Salem, Oregon

FILE: Br. 4821A

L. L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. Frank Terpin
Final Design Engineer

SUBJECT:

Grande Ronde River Bridge (Island City)
Wallowa Lake Hwy.
Union Co.

Please refer to Dale Allen's letter of April 11, 1975 regarding access to the Hamann property.

We feel that an access to the highway immediately off the end of the structure is not good engineering from a safety standpoint.

If the decision is made to provide the access, we would change the rail from a concrete GM type to the open tubular metal type. It seems appropriate to defer any change in our plans until negotiations between the property owner and the UPRR have been finalized.

LLW/ag

cc Dale Allen

REFERRED TO

Beard Reed
Cole Sample
Oakner Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 V
2 T

RECEIVED

Read ue

6558

LRW LAG KZG 102 4-24-75 3.47 PM

FRANK TERPIN

RE GRANDE RONDE RIVER /ISLAND CITY BRIDGE
WALLOWA LAKE HIGHWAY

RE MY APRIL 11 LETTER PERTAINING TO THE HAMANN ACESS... THE OWNER OF THIS PROPERTY MAY REQUEST A HEARING IF A DECISION IS NOT MADE ON WHETHER HE WILL OR WILL NOT BE GRANTED AN ACCESS AT THE EXISTING LOCATION AS EXPLAINED IN MY LETTER.

IT WAS THIS OFFICE"S RECOMMENDATION THAT AN ACCESS BE GRANTED.

HAVE YOU PEOPLE OR CHIDSEY FOUND ANYTHIN DIFFERENT.

PLEASE ADVISE.

DALE ALLEN
SH 3/4.

Vorsteeg
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout
RECEIVED
APR 2 1975
ROAD DESIGN SECTION
Bring Up
Other

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 26, 1975

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Preliminary Plan Review
Grande Ronde River
(Island City) Bridge

TO: Frank E. Terpin
Final Design Engineer

S A L E M

The district engineer and resident engineer have reviewed these preliminary plans and make the following comments:

1. Extend project 100 feet on the east to avoid a width transition on the 28 degree curve. This office concurs in this recommendation.

2. Revise the guard rail location as shown in red on Sheet 3. Also construct the bike path parallel to Hunter Lane rather than behind guard rail as shown on Sheet 3.

3. The ice angle detail on Sheet 6 calls for a 6x6x3/8 angle, but the shaft detail indicates a 4x4x3/8 angle.

4. Salvage untreated stringers. On this structure there are approximately 60 new untreated stringers. We would like to have these become the property of the State and specify that the contractor store them in the stockpile site shown on the attached sheet. (IR-2-1049)

RECEIVED
FEB 27 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Do not file
Follow Up
Other

DDA:je
Attachments

cc: W. J. Hart

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Weh
Return Discuss Do — BY FINAL DESIGN ENG...

10

Salem, Oregon
April 25, 1975

Frank E. Terpin
Final Design Engineer

Dale D. Allen
Region V Construction Engineer

Grande Ronde River (Island City) Br.
Wallowa Lake Highway
Union County

We have reviewed your recommendations for changing the preliminary plans. We find that we are unable to extend the project on the east end because of right-of-way limitations. The width transition at this end of the project is a taper from eight feet to ten feet in the shoulder areas.

The guard rail and bikepath have been revised as requested and the ice angle detail has been changed.

The salvage of untreated stringers in the existing bridge is being handled by Phil Oakley in the Bridge Design Section.

we

cc: C. G. Swenson
Phil Oakley
Fred Eriksen

RECEIVED
APR 28 1975
ROAD DESIGN SECTION

Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

8275

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FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
April 25, 1975

To: Dale Allen
Regional Construction Engineer

SUBJECT: File No. 48422
Section: Grande Ronde River-Island City Bridge
Highway: Wallowa Lake
County : Union

On April 24, 1975, in accordance with your letter dated 4/11/75 I discussed with the property owners, Don and Ray Hamann, the possibility of closing their existing access on a temporary basis during construction. Their feelings on a temporary closure are the same as their feelings on a permanent closure.

The Hamanns feel that closing of their present access would drastically effect their business during the closure period. They do not feel that accessing their property through the adjacent property on the west would be an adequate substitute for their present access. They would much prefer to give us an easement to reconstruct their access road. Even on a temporary basis I anticipate they would go to court if we close their existing access. They indicated that they felt it would be best to leave the access road, as re-built, rather than tear it out when the temporary bridge is removed.

The Hamanns advised me that if the Highway Division can assure them that their present access will be re-constructed, they do not consider a public hearing to be necessary. However, if we cannot give them this assurance by May 8th (the deadline for requesting a public hearing) then they will feel obligated to request a hearing to protect their rights.

The Hamanns also informed me that they already have a permit from the railroad. I asked them to furnish us with a copy but have not received one yet.

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Don W. English
Regional Property Agent

DWE/nmb

cc: Frank Terpin
James Chidsey
J. A. Schlieski
G. A. Starkey
Harlin Gerlach

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 25, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project RF-80(-)
Grande Ronde River (Island City) Bridge Section
Union Pacific Railroad Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the proposed railroad agreement with Union Pacific Railroad for work on the subject project and find it satisfactory.

C R Berghardt
for G. L. Green

cc:
OSHD (Chidsey)

RECEIVED
STATE HWY ENGR
APR 29 '75
REFER TO
FOR
Info | Inves | Rec'd | Dr/Ltr | Sign | Act | File

Copies To Boyd
Rulien
4-30-75

NOTED
R. L. SCHROEDER

RECEIVED
APR 30 1975
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project SBR-80(-)
Grande Ronde River Bridge

DATE: April 18, 1975

In reply refer to: 1041EC.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Although it was indicated in the project assessment for the subject project that neither an A-95 review of a public hearing would be required we now note that an A-95 review was requested on March 24 and a public hearing is being offered. Does this indicate a major change in the proposal and does the aforementioned project assessment still accurately appraise the environmental impact of the project or is a reassessment indicated? Please advise for the records.

G. L. Green

cc:
OSHD(Rulien)

RECEIVED
STATE HWY ENG
APR 22 '75
REFER TO
Hunter
FOR

8275

10

FORM 81.7.14 10.30

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

April 17, 1975
Salem, OR 97310

FROM: J. E. Chidsey,
Railroad & Utility Engineer

SUBJECT: Grande Ronde River (Island City)
Bridge Section
Wallowa Lake Highway
Union County

TO: G. L. Green, Division Engineer, FHWA
Walt Barrie, Asst. Attorney General & Counsel
J. H. Versteeg, Design Engineer
W. J. Hart, Bridge Engineer
J. B. Boyd, Right of Way Engineer
V. E. Skoog, Controller
D. H. Moehring, Maintenance Engineer

File 48443
R/w Map 8B-24-9
Encr. Map 9B-12-11

Herewith for your review and approval you will find one copy of the proposed agreement with the Union Pacific Railroad Company.

Please advise me if this document is acceptable by April 28, 1975, so that approval can be secured by the State Highway Engineer.

The duplicate originals are being sent to Mr. Barrie with this letter, and they should be returned to me with his approval noted thereon for presentation to the State Highway Engineer.

JEC:jk
Attach.

APPROVED
Scott
R/W DESCRIPTION ENGR.

APPROVED
Frank E. Popin

RECEIVED

J. H. Versteeg
Design Engr.

FORM 81-7J4-3030

10

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
April 11, 1975

FILE: LOC 17
X R/W

FROM: Dale Allen
Regional Construction Engineer

TO: Frank Terpin
Road Design Engineer

SUBJECT: File No. 48422
Island City Bridge Section
Wallowa Lake Highway
Hamann Access

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen FE — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Attached is a vicinity map of an access off the east end of the Island City Bridge.

In the early stages, it was felt that this access would have to be eliminated because of inadequate sight distance, grade problems, and location of signal pole for the railroad. To eliminate this access would have cost the State considerable money in buying out commercial property or providing an alternate access. We have determined that with the following modifications, a satisfactory approach can be constructed. If you concur, the design should be revised accordingly.

1. Eliminate the impact panel on both ends of the structure.
2. Stop the bridge pedestrian rail at the end of the structure and not at the end of the impact panel.
3. Construct a guard rail from the end of the bridge pedestrian rail around the pole base for the cantilevered flashing light.
4. Taper the Type "G" rail from the end of the bridge instead of from the end of the impact panel.
5. Construct a 20 foot approach.

As pointed out in the attached letter to the Right of Way Department, this approach will be constructed entirely on railroad right of way, where it presently exists; and it is the understanding of this office that the railroad has no objection to this design.

The Right of Way Department will have to advise whether the contractor will be required to construct a temporary approach to the detour. Because of the amount of fill required, it was this office's recommendation that they try to reach some type of agreement to close this access during construction.

DDA:sh
Attachments

cc James Chidsey
Verne Allen
J. A. Schlieski
Harlin Gerlach

Copy to Bridge Section F.E.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
April 11, 1975

FILE: LOC 17
X ROW 12

FROM: Dale Allen
Regional Construction Engineer

TO: Verne Allen
Regional Right of Way Supervisor

LA GRANDE

SUBJECT: File No. 48422
Hamann Access Road
Island City Bridge
Wallowa Lake Hwy.

This office has completed its investigation for providing an access to the Hamann property at the east end of the Island City Bridge. We have determined that adequate sight distance can be provided for a 20 foot approach at the location shown on the attached map. To do this will require eliminating the impact panel on the bridge and stopping the pedestrian hand rail at the end of the structure.

While an access can be provided for the finished roadway, the profile shows that substantial fill will be required to construct a satisfactory access to the detour. Approximately 4 feet of fill will be required, and the access will intersect original ground at 87 feet + south of the point where it intersects the ground at the present time. It would be desirable, if agreeable to the property owner, to close this access during construction of the bridge.

The other matter that needs to be clarified in any dealings with the property is that the access actually will be constructed entirely on railroad right of way and the Hamann property does not abut the highway right of way. For this reason, it would seem that we could only indicate that we will reconstruct an existing approach and not grant any permit or approach to Hamann. This would have to be worked out between him and the railroad company.

DDA:sh

cc Frank Terpin
James Chidsey
J. A. Schlieski
G. A. Starkey
Harlin Gerlach

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 24, 1975

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain
Intergovernmental Council
John Beck, Interim Coordinator
Wallowa County Courthouse
Enterprise, OR 97828

FROM George N. Hopkins
Project Development Engineer

RECEIVED
STATE HWY ENGR
MAR 25 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for SBRP Funds
State Admin. Dist. No. 13
Grande Ronde River Bridge Section
Wallowa Lake Hwy.
Union County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be April 30, 1975.

Attachment

BLG:wm

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
G. A. Starkey
W. E. Schwartz
Aeronautics Div.
W. J. Hart

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT: State Highway Division [45 | 46] DIVISION: Dept. of Transportation [79

03 12] APPLICANT ADDRESS STREET: State Highway Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: L. W. Rulien [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Grande Ronde River Bridge [71 | District 13

11 12] PROJECT LOCATION CITY: Wallowa Lake Hwy., Island City [45 | 46] PROJECT LOCATION COUNTY: Union [79

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

06 12] This project involves preliminary engineering, acquisition of right-of-way, [71

07 12] grading, paving, structure and incidental work required to replace the [71

08 12] existing facility. The new structure will have a roadway width of 44-feet [71

09 12] with a sidewalk on the upstream side. A temporary detour bridge upstream [71

10 12] and parallel will be used during construction then removed upon completion [71

12] of the project.

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
300,000	- -	100,000	- -	- -	400,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	[X] 35	☐ 36	☐ 37	[X] 38	☐ 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: April | 43] DAY [44: 30 | 45] YEAR [46: 1975

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: March 24, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: March 24, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Annual Bridge Inspection Inventory

Special Bridge Replacement Program.

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 58
(c) State Senatorial District(s) Number(s) 29

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

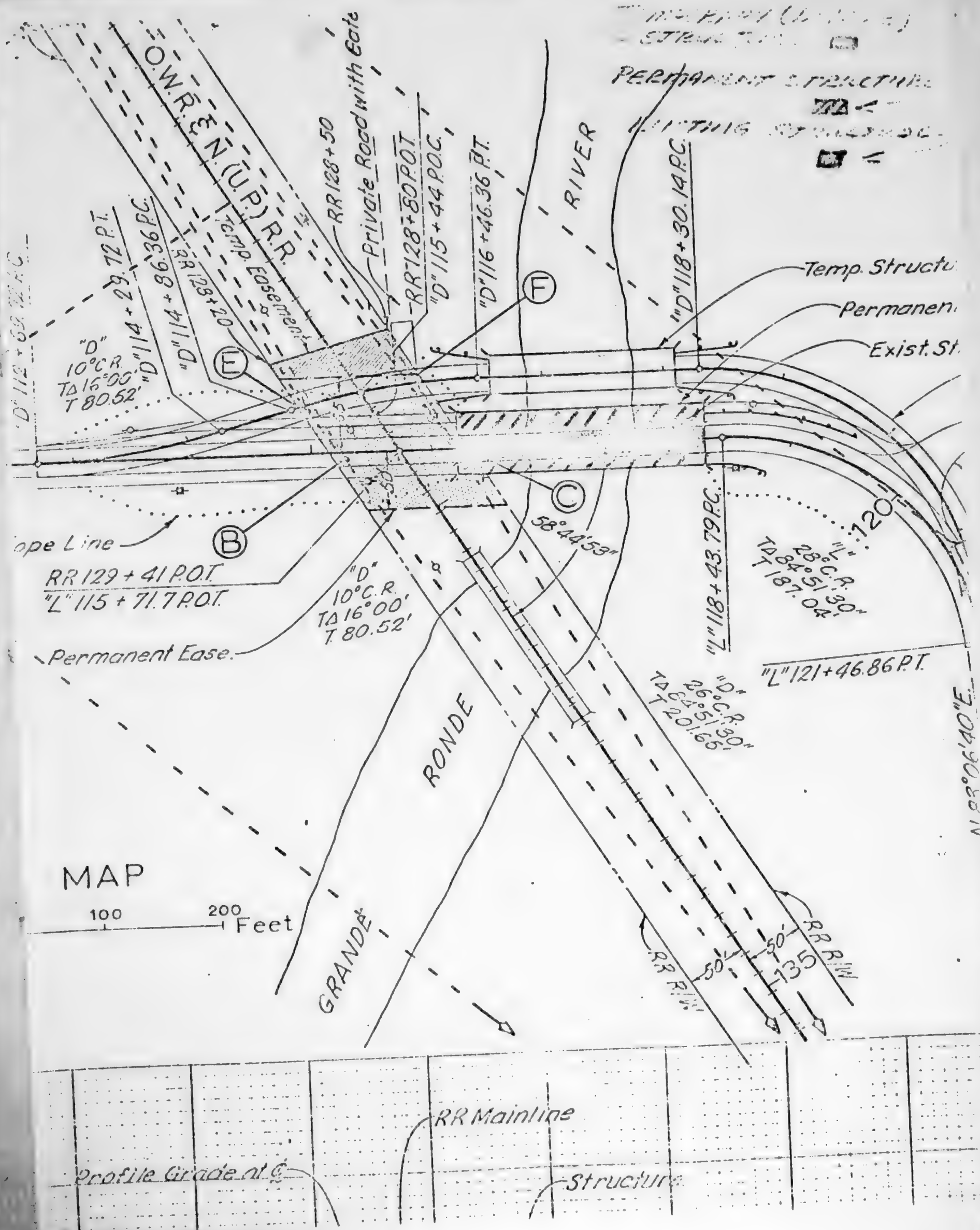
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

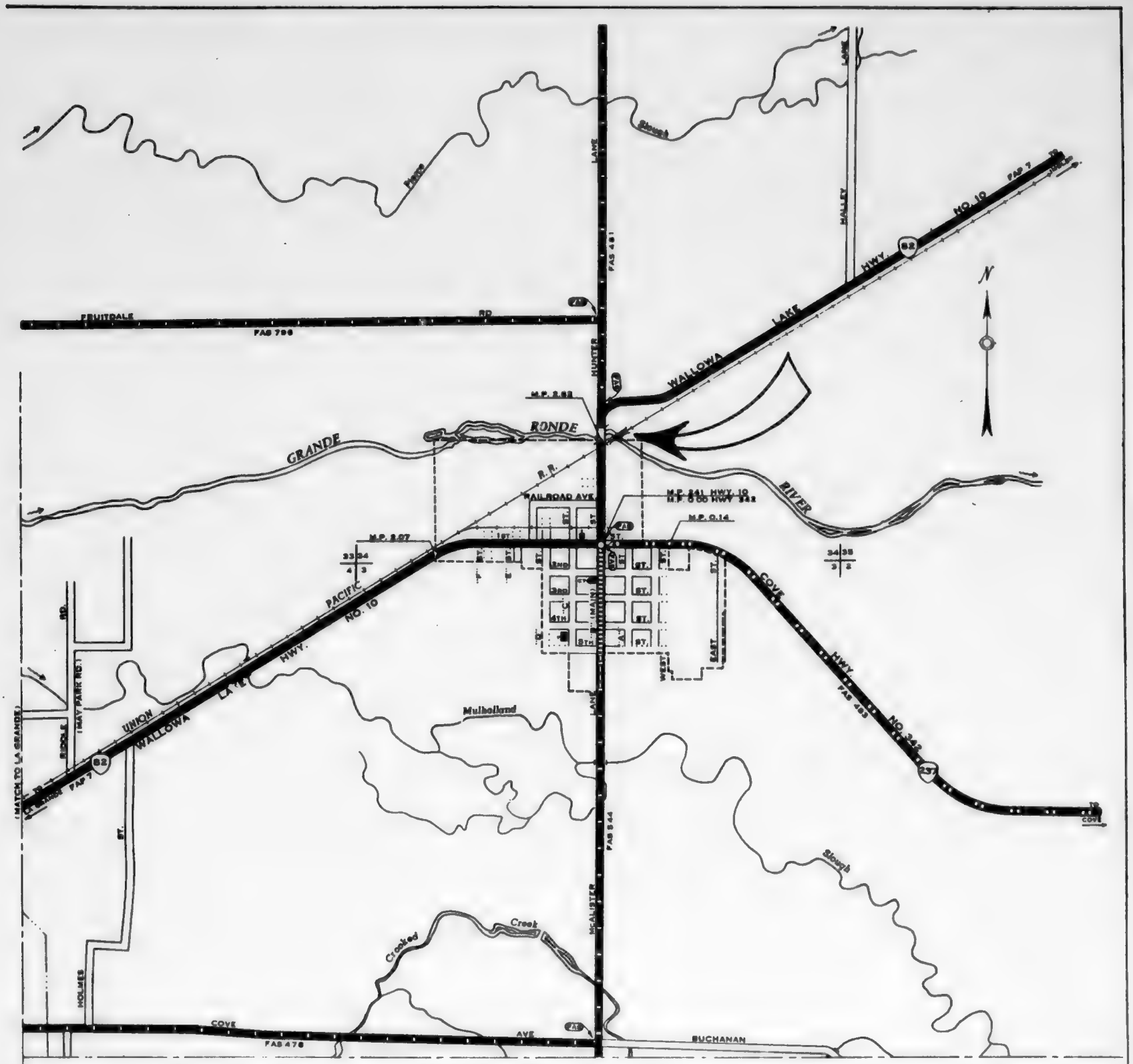
REMARKS

17(E) This is a category 3 project of Non-major action. An environmental assessment has been prepared according to Oregon's Action Plan.

Right-of-way will be required for this project and public hearings will be offered.

The project is proposed by the State Highway Division as a result of priorities set by the Special Bridge Replacement Inventory on file with the Washington D. C. office.


PERMANENT STRUCTURE
EXISTING STRUCTURE
O.W.R.&N.(U.P.) R.R.
Temp. Easement
RR 128+50
Private Road with Gate
RR 128+60 P.O.T.
"D" 115+44 P.O.C.
"D" 116+46.36 P.T.
RIVER
"D" 118+30.14 P.C.
Temp. Structu
Permanen
Exist. St
"D" 112+62.72 P.T.
"D" 10°C.R. TΔ 16°00' T 80.52'
"D" 114+11 P.O.C.
RR 128+20
"D" 10°C.R. TΔ 16°00' T 80.52'
58°44'53"
"L" 28°C.R. TΔ 84°51'30" T 187.04'
"L" 118+43.79 P.C.
"L" 121+46.86 P.T.
N 83°06'40" E.
"D" 26°C.R. TΔ 84°51'30" T 201.65'
RR R/W
50'
T 35
RR R/W
50'
RONDE
GRANDE
MAP
100
200
Feet
RR Mainline
Profile Grade at ℄
Structure



ISLAND CITY

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 160

Scale in Feet

Revised September 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

8215

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 13, 1975

In reply refer to: 1041BR.1

NOTED
E. S. HUNTER

SUBJECT: Oregon Project F 80(-)
Grande Ronde River (Island City)
Bridge #4821A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Oakley's memo of February 19, 1975, to Mr. Swartz transmitted preliminary plans for this structure. Revised plans showing a shorter detour structure were received March 12, 1975.

This submission, as revised, is approved.

For G. L. Green

3-18-75
cc: Hart
Venstedt
Schwartz

RECEIVED
STATE HWY ENGR
MAR 17 '75
REFER TO
FOR
Into | Inves | R.D | D.R | Sign | Act | File

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

March 3, 1975

Mr. David J. Astle
Administrator
Railroad Division
502 Winter St. N.E.
Salem, OR 97310

RE: PUX 975

Dear Mr. Astle

Enclosed is an original and six copies of the application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Union County, and three copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS
Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosures
cc: F. B. Klaboe
W. E. Schwartz
C. T. Keasey
D. N. Harwell
J. E. Chidsey

RECEIVED
MAR 4 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG.
MAR 4'75
REFER TO
FOR

PUC Docket No. SXF _____

PUC Crossing No. 2G-002.50

Federal DOT Crossing No. 807488B

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its (name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS Chapter 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of Wallowa Lake Highway (name of street or highway)

and Union Pacific Railroad (name of railroad company),

Joseph Branch (name of railroad main or branch line or other trackage),

near (in/near) Island City (name of city,town,rail station), Union (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection fund (allocation formula for protective devices: 50% railroad; 30% state fund; 20% public authority in interest). Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*

PFA (Priority Primary) Section 126 - Federal Aid Highway Act of 1973

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/74
Title Page
Revised

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) __X__ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. 1, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/74 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/74 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) _____

_____

SECTION 1. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon DOT, Highway Division

   Address: Highway Bldg., Salem, OR 97310

2. Statutory authority under which this application is made:

   763.030
   (ORS Chapter 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 2.46

   City _____

   Nearest railroad station Island City

   County Union

   The proposed project is to be in the SE 1/4 of the SW 1/4 of Section 34, Township 2S, Range 36E, W. M.

4. Name of public highway involved in this project:

   Wallowa Lake Highway

   Name of public authority with jurisdiction over this highway:

   Oregon DOT, Highway Division

5. Name of railroad involved in this project: Union Pacific Railroad

   Joseph Branch
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Union Pacific Railroad
   b. Oregon DOT, Highway Division
   c. Union County
   d. _____
   e. _____
   f. _____

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Reconstruct the existing Bridge over the Grande Ronde River north of the crossing. The new bridge will have a roadway width of 53'. In order to build the new structure, a detour will be built adjacent to the existing structure and upstream necessitating a temporary shifting of the crossing.

8. Is the project contemplated necessary for the service, accommodation and convenience of the public? Yes

If yes, why? In order to provide a more adequate width roadway for the motoring public and thereby improve the safety of the crossing.

9. Is the crossing involved (to be) a separated crossing? No

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No

If no, why not? Inadequate horizontal clearance and not justified by the low volume of traffic

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: South of the crossing the highway is on tangent alignment. 272 ft. north of the crossing the highway starts a 28° (radius = 204.63') curve to the right with a total central angle of 84°51'30".

(2) Width---The highway is 32 feet wide at the crossing at present; after completion of the project it will be 53 feet wide at the crossing, consisting of (from N (N/S/E/W) to S (N/S/E/W)):

At present--	After completion--
	Bike & walkway of 9 feet
Shoulder* of 4 feet	Shoulder of 10 feet
2 lane(s) at 12 ft.each	2 lane(s) at 12 ft.each
Median of -- feet	Median of -- feet
-- lane(s) at -- ft.each	-- lane(s) at -- ft.each
Shoulder of 4 feet	Shoulder of 10 feet

Explanation, if necessary _____

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	Asph.	Asph.
at crossing	Plank	Plank
Type of surface on shoulders:	Gravel	Asph.
Condition of surface:		
on approaches	Good	New
at crossing	Good	New
Is the highway curbed on the approaches?	No	No

(4) Gradient, going toward crossing, on--	At present:	After completion:
S (N/S/E/W) approach	± 2.90 %	± 2.90 %
N approach	± 2.0 %	± 2.0 %

(5) Nearest highway intersection on each approach--		
N (N/S/E/W) approach	450 ft; ADT 900	450 ft; ADT 900
S approach	650 ft; ADT 75	650 ft; ADT 75

Are traffic signals (to be) installed at either of these intersections? No No

If yes to either, explain which intersection(s) is (are) signalized, and whether or not this signalization is interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include it and the traffic signals as items of protection set forth in item 14 of this application. Also include part-time turn restriction signs.):

(6) If this is an existing crossing, describe how it is now protected (2 crossbucks, 2 stop signs, 2 advance warning signs, 1 wigwag, etc.). Also indicate which, if any, of the existing devices will remain in place after completion of this project:

4 mast mounted flashing lights w/cross-bucks

b. The Railroad

(1) Number of tracks--- 1 1

Note: If any track is separated by more than 200 feet from the nearest adjacent track in either direction, there is more than one crossing involved.

(2) Angle of crossing--- 59 ° 59 °

If more than one track-highway angle exists, please detail the angles, track by track, below:

---

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Tangent in each direction

(4) Nearest switch---

		At present:	After completion:
SW (N/S/E/W)	of crossing:	1900 ft	1900 ft
NE	of crossing:	2000+ ft	2000+ ft

(5) Rail through crossing--- N/A

	At present:	After completion:
Weight of rail (lbs/yard):		
Year installed:		
Year manufactured:		

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: _____

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 3850; After completion: 3900;

Expected 5 years after completion: 4490.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N (N/S/E/W) approach:	25 mph	25 mph
on S approach:	25 mph	25 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	None mph	None mph

(3) Direction of traffic flow: N to S (N & S, etc.) — N to S

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	3	3
Switching movements:	0	---
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	25 mph	25 mph
Typical:	15 mph	15 mph
Slowest normal:	15 mph	15 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains---

From a "Safe Stopping Distance" (see table below) on the	The motor vehicle operator can see along the railroad for
S (N/S/E/W) approach:	1265 ft to right; 255 ft to left.
N approach:	855 ft to right; 5000 ft to left.

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

Will vision of the protective devices to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? Yes.

If yes, please explain by what and at what points it is (to be) obstructed:

On the north approach the signals may be obstructed from view due to the curvature of the highway. It is not possible to determine at what point the obstruction will occur until its known what hoods will be used on the flashing light

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2B Cantilever lights with gongs

Number of such devices: 2 ; To be located as follows: one on each side of the crossing

(1) Who will perform the installation? Union Pacific

(2) Estimated cost of installation: $ 27,000 *

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100%

b. Protection type: Advance warning signs and pavement marking

Number of such devices: 2 ea ; To be located as follows: on each side of the crossing

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $ 500

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100%

c. Protection type: N/A

Number of such devices: _____; To be located as follows: _____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____

(3) Who will pay for said installation?

Name of Party	Percent of Cost

* Include cost of furnishing the protective device(s).

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Union Pacific Railroad

Estimated cost of this portion: $5,000.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing surface materials and installation of all these items.

b. Remainder of crossing area: Oregon DOT, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon DOT, Highway Division

b. Remainder of crossing area: Oregon DOT, Highway Division

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Union Pacific Railroad

b. Remainder of crossing area: Oregon DOT, Highway Division

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

b. Remainder of crossing area:

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

Island Circuits

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? N/A

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be _____ the railroad tracks.
(above/below)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____
(yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

21. Who will construct the structure?

a. _____

b. _____

22. Who will pay for such construction?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? _____

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? _____

If so, describe (and attach complete drawing): _____

_____

_____

_____

27. Is a temporary crossing at grade necessary during the construction period?

_____

If so, answer questions, 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) _____

_____

SECTION IV. -- PERMANENT CROSSING CLOSURE

28. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: _____

_____

Route B: _____

_____

29. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

Route B: _____

_____

30. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

_____

31. What protective devices are currently installed at the crossing to be closed?

_____

_____

32. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____

33. Who will close the crossing? _____

34. Who will bear the expense of closing the crossing? _____

_____

35. Who will maintain the barricades, if any, at the closed crossing?

_____

36. Who will pay for said maintenance? _____

_____

SECTION V. -- (To be completed by all except those completing Section IV)

37. List all crossings located within one-half mile of the proposed or to be altered crossing and show how they are protected: 2G-002.02 - D St. 2G-002.20-C - Dt. St., 2G-002.30-C - C St., 2G-002.40-C - Wallowa Lake Highway - all protected by one each cross-buck

_____

_____

38. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain: _____

If no, explain why not: 2G-002.02 necessary for access to residential area. Other crossings are on spur track and necessary for existing traffic.

39. Other items of construction and cost distribution:
Detour to be built to provide for traffic during construction of new structure as shown on attached map. Cost of detour to be borne by Oregon DOT, Highway Division. Existing flashing lights to be relocated to detour xing of railroad at State expense.

* *

40. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes Dwg. No. 9B-12-11

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 26th day of February, 1975.

J. B. Klaboe
(Applicant)

Joseph Lewis
(Attorney)

I, J. B. Klaboe, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

J. B. Klaboe

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 26th day of February, 1975.

Joseph P. Lewis
(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AX-1/74
Signature Page

8275 Contract 8275 15

PRO 4-3

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 3, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Grande Ronde River Bridge
Wallowa Lake Highway
Union County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

APPROVED
E S Hunter
E. S. Hunter
Date 3-5-75

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 23, 1974

A. PROJECT IDENTIFICATION

Name of Project Grande Ronde River Bridge (Section) SBR -80(-)

Location of Project Wallowa Lake Highway (Highway Name) #10 FAS #7 (Highway No., US - ORE)

Island City (City) Union (County) 5 (Region)

Program SBRP (Funding) $382,000 (1973) (Estimated Cost) 31-1411 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace the existing bridge with a new structure. A temporary construction detour bridge will carry the traffic until completion of the proposed project.

Origin and History: Authority for Survey dated January 26, 1973. (Note "Project History and Environmental Setting")

C. DESCRIPTION OF PROJECT

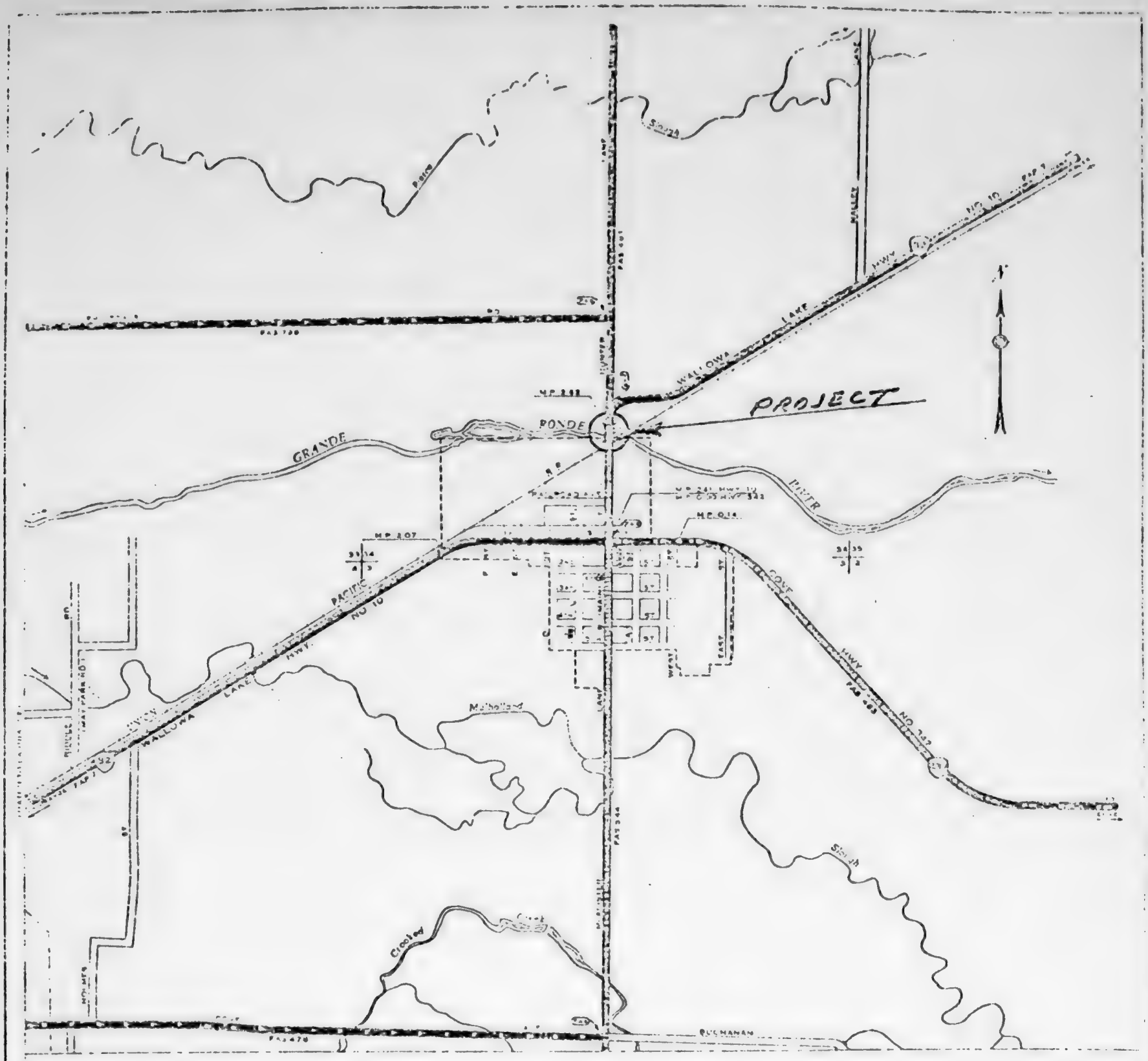
Length

Termini At MP 2.64, approximately 0.25 miles north of the junction of the Wallowa Lake Highway and the Cove Highway (FAS 483).

Alignment [ ] New [ ] Existing [X] Combined An easement will be required for the construction of a detour-river crossing.

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)


PROJECT
GRANDE RONDE
WALLOWA LAKE HWY NO 82
PACIFIC HWY NO 10
COVE HWY NO 237
PUTNAM
MP 232
MP 233
MP 234
MP 235
MP 236
MP 237
MP 238
MP 239
MP 240
MP 241
MP 242
MP 243
MP 244
MP 245
MP 246
MP 247
MP 248
MP 249
MP 250
MP 251
MP

PROJECT HISTORY AND ENVIRONMENTAL SETTING

The Grande Ronde River Bridge at Island City is one of several that span the river in the vicinity of La Grande. As a part of the Wallowa Lake Highway, its traffic volume exceeds that of local bridges with the exception of those located on the interstate system (I 80N). The bridge is utilized by commercial, tourist and commuter traffic. The average daily traffic (ADT) at this location is about 5,000 vehicles (statistics for 1973). The bridge is located immediately south of the juncture of Hunter Lane (FAS 481) and the Wallowa Lake Highway. Hunter Lane channels farm and commuter traffic into Island City and La Grande; its present ADT is 850 vehicles. The Wallowa Lake Highway is the principal highway link between Wallowa County communities and those of the Grande Ronde Valley. Access to I 80N is less than two miles from the bridge site.

Land adjacent to the bridge is utilized for commercial and industrial purposes. A rock crushing plant, asphalt plant and ready-mix concrete plant are located just off the north end of the bridge. The Wallowa Lake Highway separates a trailer sales outlet and a scrap yard at the south end of the bridge. Agricultural land or residential properties are adjacent to the commercial-industrial sites. The Grande Ronde River Bridge at Island City has been the focus of several concerns: vehicle safety, susceptibility to river erosion and overload and overwidth permit haulers.

The highway alignment immediately north of the bridge has a curvature of 28 degrees. This degree of curvature does impair sight distance and has been considered to be hazardous.

Some controversy has centered around commercial wet-mining operations a short distance upstream from the existing bridge. One consensus holds that the extraction of sand and gravel from the bed of the Grande Ronde River creates conditions which result in streambed erosion in the vicinity of the bridge. The Highway Division has recently participated in a rip rap project to protect the bridge, Cal-Pac Utilities Company gas line, the City of Island City water main, the City of La Grande water main and the Union Pacific Railroad bridge.

In September of 1974 the Wallowa County Chieftain published a letter from State Senator Thorne to the Director of the Oregon State Department of Transportation. In his letter, Senator Thorne emphasized the importance of improving the Grande Ronde River Bridge, noting that a bridge capable of supporting double truck and trailers would be beneficial to the Wallowa County cattlemen. The present load capacity (74,000 pounds) has been of concern, as livestock loads often exceed the legal load limit. The existing structure was improved in 1972 and presently handles loads exceeding 96,000 pounds gross. Loads of this magnitude, however, require a special permit which is ordinarily reserved for the short-term movement of heavy construction equipment.

Considering the present load carrying capacity and accident potential, the replacement of the bridge appears to be justifiable. At this writing, the relationship of the Grande Ronde River Bridge to the economy of Wallowa County has not been thoroughly investigated.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Right-of-way required for detour is presently utilized for concrete products storage and salvage (scrap iron).

Typical Section Approximate width of roadway is 44 feet (two travel lanes with shoulders); and a sidewalk on west (upstream) side only.

Structures Presently proposed is a reinforced concrete bridge approximately 44 feet (plus 8 foot walk) wide x 210 in length (subject to change).

Characteristics (ADT) 5,000 vehicles (1973 statistics). Trucks comprise 13% of this total. Tw ty year (1993) projected ADT for all vehicles is 6,200.

Other General Information (or Supplemental information to items) A detour river-crossing would be constructed a few yards upstream and parallel to the existing bridge. The temporary bridge would be removed upon completion of the project. Because of anadromous fish migration during spring and early summer, work in the streambed during this period should be avoided if possible (Oregon State Wildlife).

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The construction of a temporary river crossing has been proposed in lieu of other detour alternatives. Problems associated with the use of county bridges, increased (truck) traffic in a school zone, accessibility to principal places of employment (e.g. Boise-Cascade Company) and general safety considerations all tend to support the use of a temporary bridge until the proposed bridge is completed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [XX] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is situated in the Grande Ronde Valley less than two miles from the city limits of La Grande (pop. 10,500). The elevation in this section of the valley is approximately 2,700 feet msl. Annual precipitation is about 20 inches. Summer temperatures tures average 67° F; those of winter are about 34° F. The Grande Ronde River rises in the Blue Mountains south and west of the project area and flows northeastward to join the Snake River on the border of Washington and Idaho. Records indicate that major flood peaks have occured in the months of December and January, however, the greatest number of peaks are associated with spring run-off. Salmon and steelhead migrate up this section of the river during spring and early summer. Some trout may be taken in this section; however, the low water levels of late summer are not very conducive to trout propagation. Warm water fish species are also present.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Although the proposed project is located in an industrial-commercial area, air and noise quality generally remain high. There is no reason to conclude that this quality would diminish upon completion of the bridge. Several utilities would be affected by the project. These include a California-Pacific gas line, an Island City water line, a 69 kv powerline, a General Telephone Company line and Union Pacific Railroad warning signals. Flashing warning signals would have to be installed where the proposed detour intersects the railroad tracks. Powerlines, pipes and telephone lines would have to be relocated or protected in some manner from construction activities. No parks, monuments or known historical resources would be adversely impacted by the proposed project.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Temporary easements would be required for the construction of a detour.

Consequences:

New right of way requirements would be of limited extent. Easements for the detour are presently being utilized as concrete products and salvage yards.

2. Estimated Changes in Traffic Patterns:

During construction traffic would use a temporary bridge. Upon completion of project the temporary bridge would be removed. With an increased load capacity, heavier truckloads would be able to use the new bridge.

Consequences:

A new structure should reduce traffic problems.

3. Estimated Changes in Land Use:

The only anticipated changes in land use are those associated with the acquisition of highway easements.

Consequences:

No significant consequences.

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects have been anticipated.

Consequences:

N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

Temporary effects associated with construction activities.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Other than possibly safety, no areas of critical concern have been identified.

7. Potential for Controversial Issues:

No controversial issues anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist	XXX		
Water Quality Spec.	XXX		
Acoustical Engineer	XXX		
Air Quality Engineer	XXX		
Cultural Geographer	XXX		
Urban Planner	XXX		
Geologist	XXX		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

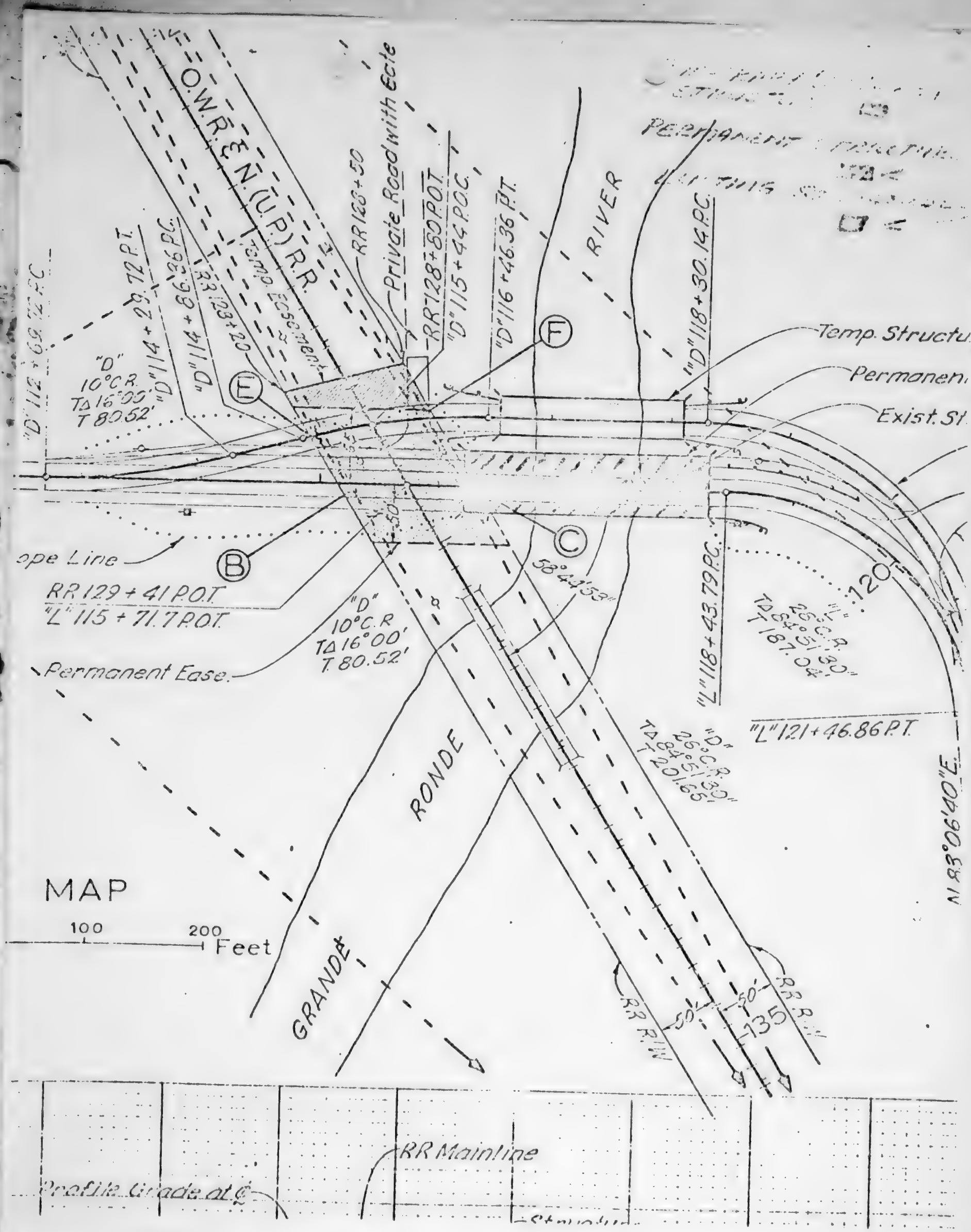
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

According to Chapter I of Title 23 CFR, Part 771 this project is deemed a non-major action.


O.W.R.&N.(U.P.) R.R.
Temp. Easement
RR 123+20
RR 126+50
Private Road with Ecte
RR 128+60 POT.
"D" 115+44 POC.
"D" 116+46.36 PT.
RIVER
"D" 118+30.14 P.C.
Temp. Structu
Permanen
Exist. St
"D" 112+69.72 P.C.
"D" 114+72 PT.
"D" 10°C.R. T∆ 16°00' T 80.52'
"D" 113+99.98 P.C.
"D" 114+11 "D"
ope Line
RR 129+41 P.O.T.
"L" 115+71.7 P.O.T.
Permanent Ease.
"D" 10°C.R. T∆ 16°00' T 80.52'
58°49'59"
"L" 118+43.79 P.C.
"L" C.A. 26°51'30" T∆ 167.04
"L" 121+46.86 P.T.
"D" C.A. 26°51'30" 84°51'30" T 201.65
N 83°06'40" E
RONDE
GRANDE
MAP
100
200
Feet
RR R/W
50'
50'
135
RR R/W
RR Mainline
Profile Grade at ℄

8075

10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
February 26, 1975

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Preliminary Plan Review
Grande Ronde River
(Island City) Bridge

TO: Frank E. Terpin
Final Design Engineer

S A L E M

The district engineer and resident engineer have reviewed these preliminary plans and make the following comments:

1. Extend project 100 feet on the east to avoid a width transition on the 28 degree curve. This office concurs in this recommendation.

2. Revise the guard rail location as shown in red on Sheet 3. Also construct the bike path parallel to Hunter Lane rather than behind guard rail as shown on Sheet 3.

3. The ice angle detail on Sheet 6 calls for a 6x6x3/8 angle, but the shaft detail indicates a 4x4x3/8 angle.

4. Salvage untreated stringers. On this structure there are approximately 60 new untreated stringers. We would like to have these become the property of the State and specify that the contractor store them in the stockpile site shown on the attached sheet. (IR-2-1049)

Versteeg
A Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 2 1975
ROAD DESIGN SECTION

DDA:je
Attachments

cc: W. J. Hart

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do Copy D.
BY FINAL DESIGN ENGINEER

Send copy to Wallace

FE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande

DATE February 25, 1975

TO W. E. Schwartz
Region Engineer

Attention: D. Allen

FROM G. A. Starkey
District Engineer

RE ☐ RCE ☐ RBE ☐ RME ☐
RDE ☐ FEB 25 1975 ☐
RECEIVED REGIONAL OFFICE

SUBJECT Island City Bridge

Herewith are the preliminary plans for the new Grande Ronde River bridge at Island City.

Our comments are noted in red pencil. We recommend that the project be extended 100 feet on the east end to avoid a width transition on the 28 degree curve.

It is also recommended that guardrail be constructed approximately as shown in red on sheet #3.

GAS:mm
Attachment

34

EQUATION

10°CR
Δ 26°23'
T. 134.3

28°C.L.
Δ 85°04'
T. 187.7

1-110', 1-100' steel pony truss spans

24" R.C. Pipe

118+46.6 P.C.
121+50.5 P.T.

Ho

Barn

N. 82°44' E.

125+23.4 P.C.

127+87.2 P.T.=
129+10.3=

30'

30'

35'

+95

R.R. SIGNAL AGREEMENT
File R.R. 183

J. Vanderm

City Limits
116+16

E. 454'

Deed-Q-751
Pioneer Flouring
Mill Co.
5.75 Ac.
See IR-2-1049

C. Limits

N. 2°20' W.

S. 1075'

Close Allowed
To Expire 1931.60

Oil Unloading Site

S. 53

N. 89°30' E. = N. 88°08' E.
FRONT

ST.

B ST.

E. 296' To Cove

COVE SECONDARY HWY.

E ST.

D ST.

C ST.

N. 55 W. 240'

ISLAND CITY

88+63.2 P.C.
90+61.8 P.T.

16°C.R.
Δ 31°47'
T. 102.0

104+09.2 P.C.
105+48.8 P.T.

152°C.L.
Δ 90°28'
T. 380.

930'

S. 1230'
Limits

34

EQUATION

10°CR
Δ 26°23'
T. 134.3

125 + 23.4 P.C.

127 + 87.2 P.T.

129 + 00.8 =

Old

28°C.L.
Δ 85°04'
T. 187.7

118 + 46.6 P.C.

121 + 50.5 P.T.

24" R.C. PIPE

1-110', 1-100' steel pony truss spans

No

Barn

N. 82°44' E.

30'

35'

R.R. SIGNAL AGREEMENT
File R.R.-183

J. Vandermulen Est.

City Limits
116 + 16

E. 454'

Deed-Q-751
Pioneer Flouring
Mill Co.
5.75 Ac.
See 1R-2-1049

City Limits

N. 2°20' W.

S. 1075'

NO ST.

Close Allowed
To Expire 1937-60

Oil Unloading Site

3.53

N. 89°30' E. = N. 88°08' E.

FRONT ST.

B

E. 296'

To Cove

GRANDE RONDE

Proposed
Stockpile Site
for Stringers

COVE SECONDARY HWY.

E. ST.

D ST.

C ST.

N. 88°E.

2 P.C.

30 + 61.8 P.T.

16°C.R.
Δ 31°47'
T. 102.0

N. 55°

W. 240'

ISLAND CITY

104 + 28.2 P.C.

105 + 48.8 P.T.

152°C.L.
Δ 90°28'
T. 380

930'

S. 1230'

Limits

T. 2 S. R. 38 E. W. M.

T. 3 S. R. 38 E. W. M.

34

EQUATION

10°CR
Δ 26°23
T. 134.3

125 + 23.4 P.C.

127 + 87.2 P.T. =
29 + 00.3

180

28°C.L.
Δ 85°04
T. 187.7
118 + 46.6 P.C.
121 + 50.5 P.T.

24" R.C. PIPE

Barn

No

N. 82°44' E.

30'
35'

1-110', 1-100' steel pony truss spans

R.R. SIGNAL AGREEMENT
File R.R. 183

J. Vandermulen Est.

City Limits
116 + 16

E. 454'

Deed-Q-751
Pioneer Flouring
Mill Co.
5.75 Ac.
See IR-2-1049

N. 2°20' W.

NO ST.

S. 1075'

GRANDE RONDE

Close Allowed
To Expire 12-31-60

Oil Unloading Site

S. 53

N. 89°30' E. = N. 88°08' E.
FRONT ST.

B

E. 296'

To Cove →

Proposed
Stockpile Site
for Stringers

COVE SECONDARY HWY.

E. ST.
D ST.
C ST.

N. 55
W. 240'

ISLAND CITY

104 + 69.5 P.C.
105 + 48.8 P.T.
152° C.L.
Δ 90°28'
T. 380'

930'

S. 1230'
Limits

T. 2 S. R. 38 E. W. M.

T. 3 S. R. 38 E. W. M.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project SBR-80(-)
Grande Ronde River Bridge
Wallowa Lake Highway
Project Assessment

DATE: February 20, 1975

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's January 24, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

NOTED
L. L. JOHNS

RECEIVED
STATE HWY ENGR
FEB 25 '75
REFER TO
FOR

NOTED
E. S. HUNTER

RECEIVED
FEB 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-25-75
ORIGINAL TO
L. W. Rulien
w/att.

2-25-75
Rulien - Please handle.

9-75

10

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

JANUARY 31, 1975

File Ref.

D 321 - 2 - 33

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letter of January 7th and previous correspondence concerning proposed replacement of the Grande Ronde River bridge, Island City, on the Wallowa Lake Highway at our Milepost 2.45 on the Joseph Branch.

The project has been approved by the Railroad as illustrated on your print 9B-12-11 dated December 1974. Approved print is attached for your records. Also included for your use is a copy of our Exhibit "A" print that will accompany the agreement.

Yours very truly,

L. A. Kirkeby,
Superintendent

encs.

xc: S. H. Veirstag w/Dwg
W. J. Hart
W. E. Schultz

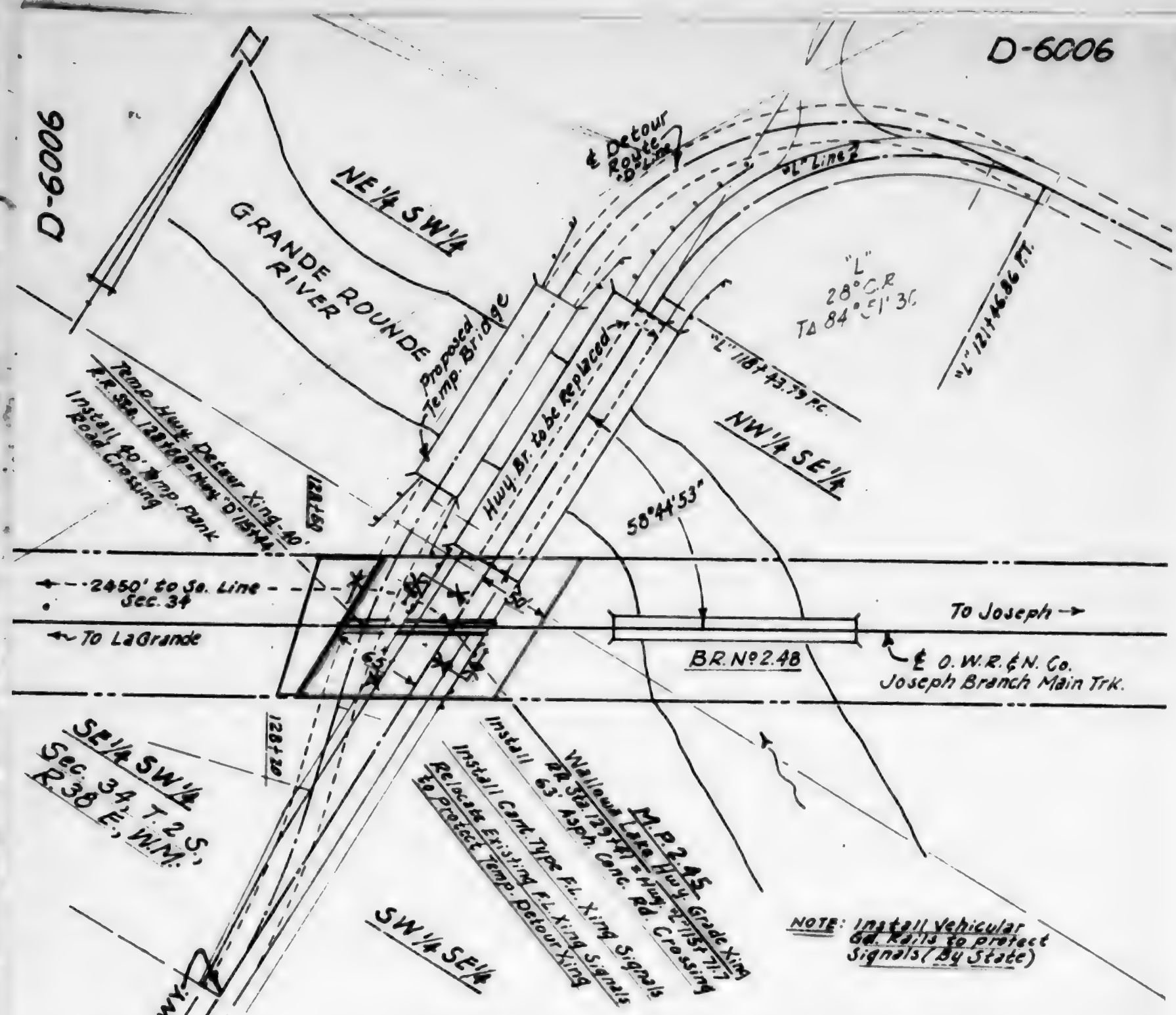

D-6006
D-6009
NE¼ SW¼
GRANDE ROUNDE RIVER
℄ Detour Route "D" Line
"L" Line
"L"
28° C.R
Δ 84° 51' 30"
"L" 121+46.86 P.T.
"L" 118+43.39 P.C.
Proposed Temp. Bridge
Temp. Hwy. Detour Xing. 40'
P.R. Sta. 128+80 - Hwy "D" 115+44
Install 40' Temp. Plank Road Crossing
Hwy. Br. to be Replaced
NW¼ SE¼
58°44'53"
128+50
2450' to So. Line Sec. 34
To LaGrande
To Joseph
BR. No. 2.48
℄ O.W.R.&N. Co. Joseph Branch Main Trk.
128+20
SE¼ SW¼ Sec. 34, T. 2 S., R. 38 E., W.M.
SW¼ SE¼
Install Wallowa Lake Hwy. Grade Xing PR Sta. 129+41 - Hwy. "L" 63' Asph. Conc. Rd.
Install Cant. Type F.L. Xing Signals
Relocate Existing F.L. Xing Signals to Protect Temp. Detour Xing
M.P. 2.45
Wallowa Lake Hwy. Grade Xing PR Sta. 127+57 - Hwy. "L" 71.7' Asph. Conc. Rd. Crossing
NOTE: Install Vehicular Gd. Rails to protect Signals (By State)
℄ RELOCATED WALLOWA LAKE HWY.
N. 1°31'30" W.
To LaGrande

EXHIBIT "A"
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY
Island City, Oregon - Joseph Branch
MP 2.45

To accompany agreement with STATE OF OREGON covering improvement of grade crossing and crossing protection (Wallowa Lake Highway).

Easement for Grade Crossing sh'n..	Outlined Green
Temporary Easement for Hwy. Detour Grade Crossing shown	" Brown
Install Grade Crossing & Crossing Signals shown.....	Yellow
Install Temp. Detour Grade Crossing & Relocate Crossing Signals shown.....	Orange

Office of Div. Engr. — Albina, Oregon
Scale: 1" = 100' — Jan. 24, 1975

9275

10

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE January 16, 1975

TO Memo to File

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT Access To Highway
File 48422 - Hamann
Grande Ronde River Br.
(Island City) Sec.
Wallowa Lake Highway
Union County

I told Verne Allen to initiate with the region office a survey for the access road west to the public railroad crossing. This matter of accessibility was recently inspected by Mr. George Wills. It was agreed at that time that the present approach to the existing highway could not be reconstructed after the new bridge was built.

KAC:jk
cc: George Wills
Hal Versteeg
Pat Schwartz
Jim Chidsey
Verne Allen

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
A. Olson
Temple
Scott
Swenson
R. Olson

RECEIVED
JAN 16 1975
ROAD DESIGN SECTION

Approval
Keep
Do not File
Return To
Bring Up
Other

ROW 18-2 10

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 7, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Easement Description
Grande Ronde River (Island City) Bridge
Wallowa Lake Highway
Union County

Dear Sir:

Enclosed are four copies of the description for the permanent easement necessary for the proposed replacement of the Grande Ronde River (Island City) Bridge on the Wallowa Lake Highway, Union County. The description accompanies the encroachment map which I sent to you on December 19, 1974. Please utilize this description in preparation of the necessary agreements for this project.

If Union Pacific Railroad feels that they should be compensated for this easement, please advise me so that we may take the necessary steps in preparation of appraisals, etc., for this easement. As further developments occur on this project you will be kept informed.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: J. H. Versteeg
J. L. Sollis
J. B. Boyd
W. E. Schwartz
H. L. Gerlach

REFERRED TO
Beard, Reed
Cole, Sample
Eriksen, Watson
Hager, Wolfe
Return, Discuss, Do, File Copy, Dup.
BY FINAL DESIGN ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Cor. 19-1
Grande
Ronde

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

M McCALL
GOVERNOR

GE M. BALDWIN
of Transportation

M R. HALEY
puty Director

SEP 5 1974

RECEIVED
STATE HWY ENGR
SEP 5 '74
REFER TO
FOR
Info | Sign | Act | File

The Honorable Michael Thorne
State Senator
Holdman Route
Pendleton, OR 97801

Dear Mike:

This is in response to your August 14 letter expressing concern over the highway bridge at Island City.

The Highway Division recognizes that this structure is sub-standard. It is limited to a gross weight load of 96,000 pounds by permit and it is only 21 feet wide. The structure was on the Highway Division's critical bridge list; however, maintenance repairs were made which makes it structurally sound.

Some time back, hearings were held on the reconstruction of the highway from La Grande to Island City. Subsequent to the hearings, it developed that the people of the area apparently prefer a bypass of Island City. If a bypass were to be constructed, it would necessitate a new structure over the Grand Ronde River on new alignment. If this occurs, the existing structure could be replaced with a two-lane rather than a four-lane structure since the bypass would carry the major portion of the traffic now using the existing structure. It, therefore, becomes obvious that the proper use of road-user taxes would indicate a delay in the reconstruction of this structure until it can be determined what width will be required.

The reconstruction of this bridge and the construction of the aforementioned bypass are both high on the COG priority for bond projects. However, there are not adequate funds to do these two projects using only bond moneys. Therefore, the construction of these projects would have to be partially funded with Federal moneys. In order to qualify for Federal moneys, all Federal regulations must be followed which includes public hearings, environmental impact statements, etc.

NOTED
MARK STEPHENS

If I can be of further assistance, please let me know.

Sincerely,

George M. Baldwin
Director of Transportation

bc: F. B. Klaboe
E. S. Hunter
V. D. Wolfe

VDW:mc GMB:dn

RECEIVED
SEP 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Enterprise, Oregon
Wallowa County Chieftain
(Cir. W. 3,193)

AUG 22 1974
Letter
Allen's P. C. B Est. 1888

★ ★ ★ 186

Thorne Letter

Oregon State Senate
Salem, Oregon 97310

Mr. George Baldwin, Director
Dept. of Transportation
307 Highway Building
Salem, Ore. 97310

Dear George,

I had the privilege of speaking to, and spending a good part of the day, with the Wallowa County Stockgrowers this past weekend. As I'm sure you know there is one main route from neighboring counties into Wallowa County. That route provides the trunk line of flow of goods and services in and out of the county, and the condition of that route is of utmost importance to the economic livelihood of Wallowa County. With this brief introduction in mind it was reported at the meeting this past weekend that if the bridge at Island City, which is near the town of La Grande, were improved, double truck and trailers could be used to haul cattle in and out of Wallowa County. I know it seems somewhat strange to have a bridge outside of the county be the determining factor in regulating the size of cattle trucks that can come in and out of the county; however, this seems to be the case in Wallowa County.

By way of this letter I'm requesting the Department of Transportation make all effort to see if we can improve or better yet replace the bridge at Island City so we can serve this portion of our state more adequately. It would be my hope to hear from you or someone within your department very shortly, as it will soon be time for shipping of cattle to market.

If you have further questions I know you could find ample resources from Mr. Gavin in Enterprise or I would be happy to do what I can to assist in this cause.

I know you are aware of the concern I have over the balance of state spending for highways, and the need to maintain consideration of the eastern part of the state. I can't think of a more appropriate expenditure than for the State Highway Department to replace the bridge at Island City crossing the Grande Ronde River.

Your help and consideration in this matter would be greatly appreciated.

Sincerely,
Mike Thorne
State Senator

RECEIVED
STATE HWY ENGR
SEP 23 '74
REFER TO
Hunter
FOR

As you know, this should be an early order of business. Can we tell Sen Thorne anything?

2

HOME ADDRESS
MICHAEL THORNE
HOLDMAN ROUTE
PENDLETON, OREGON 97801

UMATILLA, UNION, WALLOWA
COUNTIES
DISTRICT 28

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
CHAIRMAN:
AGRICULTURE AND
NATURAL RESOURCES
VICE CHAIRMAN:
TRANSPORTATION
MEMBER:
EDUCATION
ENVIRONMENT AND LAND USE

RECEIVED
STATE HWY ENGR
AUG 16 '74
REFER TO
Hamilton
FOR
Info | Assn | RD | D/R | Spec | Est | File

August 14, 1974

Dist 1. Hamilton for 8.23 reply by Aug.

8.16

Mr. George Baldwin, Director
Department of Transportation
307 Highway Building
Salem, OR 97310

Dear George,

I had the privilege of speaking to, and spending a good part of the day, with the Wallowa County Stock Growers this past weekend. As I'm sure you know there is one main route from neighboring counties into Wallowa County. That route provides the trunk line of flow of goods and services in and out of the county, and the condition of that route is of utmost importance to the economic livelihood of Wallowa County.

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RECEIVED
AUG 19 1974
LOCATION
SECTION

RECEIVED
AUG 19 1974
OFFICE

Island City, crossing the Grande Ronde River.

Your help and consideration in this matter would be greatly appreciated.

Sincerely,

Mike Thorne
State Senator

MGT:nkk
cc: Mr. Chuck Gavin
Wallowa County Court House
Enterprise, OR 97828

RECEIVED
AUG 16 1974
OFFICE
DIRECTOR of TRANSPORTATION

5275

FORM E-3C

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 17, 1974

TO MEMO TO THE FILE

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT Grande Ronde River (Island City) Bridge
Wallowa Lake Highway
Union County

REFERRED TO

Cole	Reed
Erikson	Sample
Heger	Watson
Fahrer	☐ Forward ☐
Chidsey	☐ File ☐

BY FINAL DESIGN ENGINEER

Following are data and recommendations for the subject bridge section.

1. 35 MPH speed zone
2. Buses and tankers with flammables or explosives must stop at railroad crossing
3. Five trains per day--three freight, two switching
4. 32-foot structure costs $260,000, 44-foot structure costs $360,000, 48-foot structure costs $385,000.
5. Originally Hunter wanted a 36-foot structure, but Bridge convinced him to go to 44 feet. Forty-four foot structure has been designed and is stockpiled.
6. Traffic wants truck lanes (48-foot structure) because of sight distance (28 degree curve) and possible ice on structure.
7. The railroad, P.U.C., and Chidsey do not feel truck lanes are necessary due to low speed and minimum of trucks that must stop.
8. Road Design recommends a 32-foot structure be built since the bypass is on 1974-76 priority primary program.

Attached is a copy of Traffic counts present and projected.

2-11-74

DNS:we
Attachments

Schroeder getting accident data.

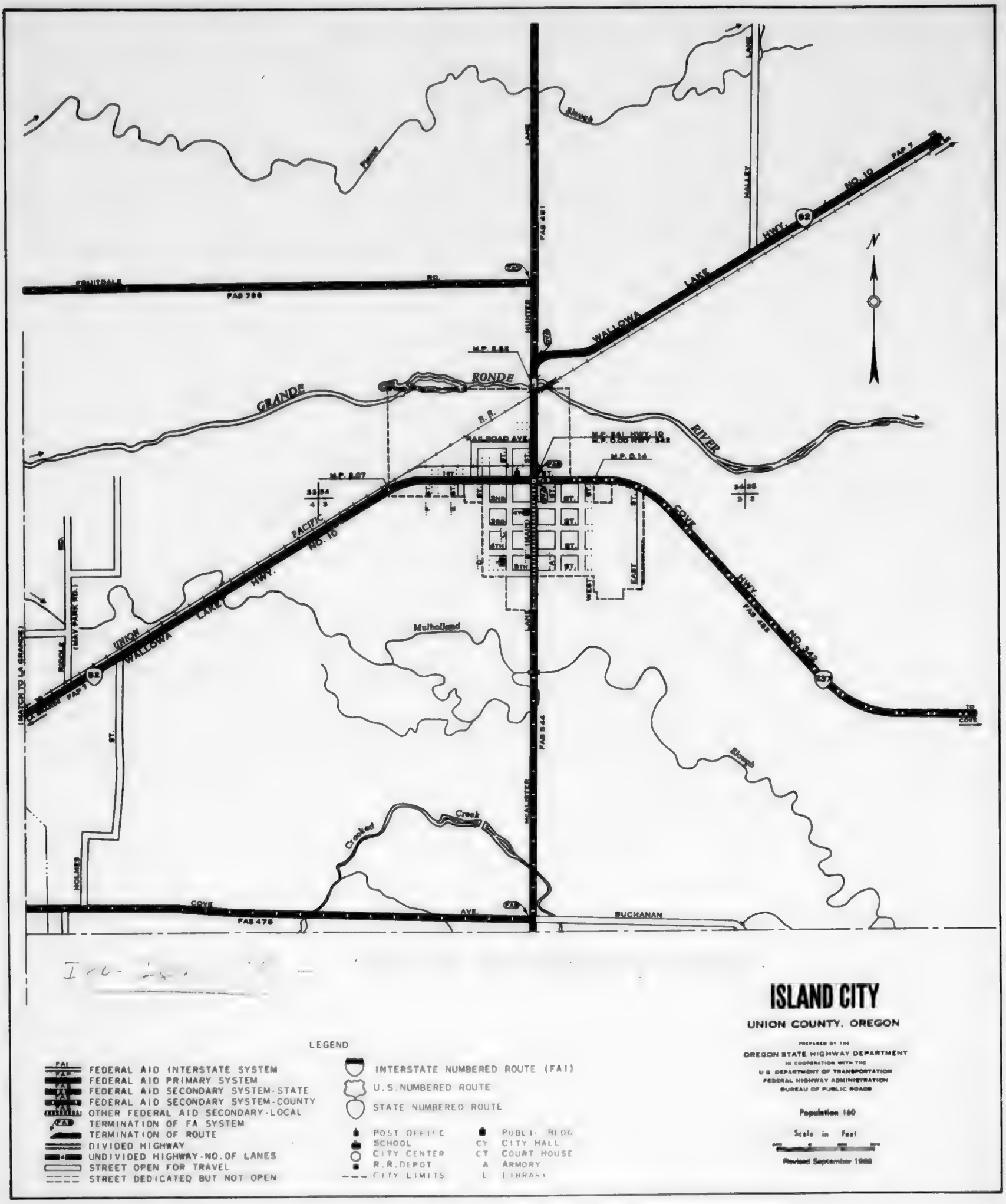
RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGR.

WALLOWA LAKE HIGHWAY

GRANDE RONDE RIVER BRIDGE M.P. 2.62

	Without Bypass Route	With Bypass Route
1974 ADT	5200	1400
Heavy Trucks (2-Way)	600	180
1994 ADT	7900	2200

John Hanks
Traffic Analyst Engr.
January 4, 1974



I-C-

ISLAND CITY

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 160

Scale in Feet

0 400 800

Revised September 1969

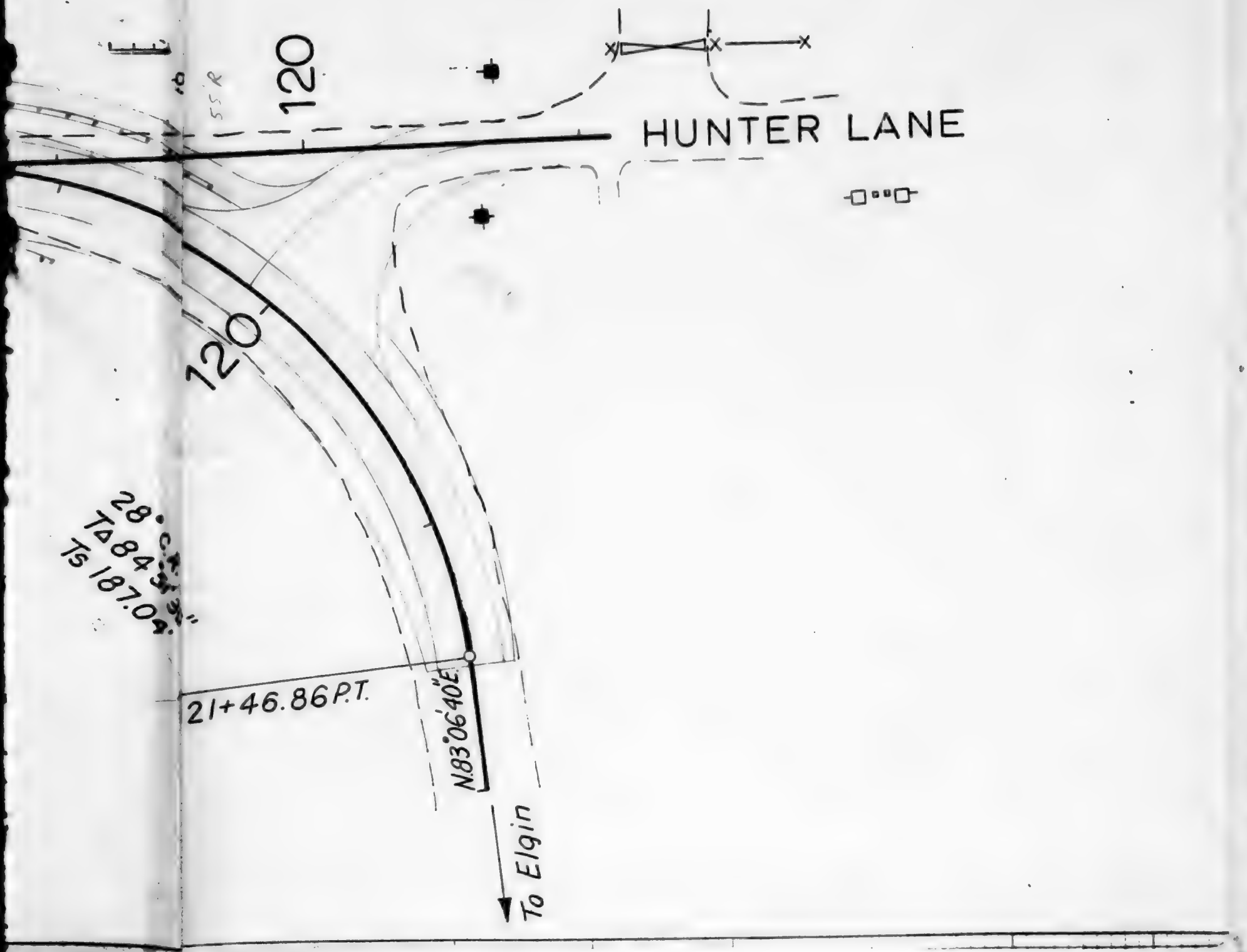
LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

GRANDE RONDE RIVER (ISLAND CITY) BR. SEC. WALLOWA LAKE HIGHWAY UNION COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			*See Index*



Sec. 34, T.2S., R.38E., W.M.

U.P.R.R.

RIVER

N. 1°44' 50" W.

RONDE

GRANDE

118+43.79 P.C.

Sec. 34, T.2

N

U.P.R.R.

775

Travel Lane

Travel Lane

Stopping Lane

o Island City

8275

10

Salem, Oregon

January 14, 1974

W. E. Schwartz, Region 5 Engineer

FET

Frank E. Terpin, Final Design Engineer

P.U.C. Map
Grande Ronde River (Island City) Bridge Section
Wallowa Lake Highway
Union County

It is requested that the Sighting Table on the enclosed map, Sheet 3A, be filled in for railroad engine distances from the existing Wallowa Highway crossing at Station 115+71.7 and the proposed detour crossing at Station "D2" 115+50 for first unobstructed sightings from points A through F. Additionally, it is requested that the sight lines be drawn in colored pencil on the enclosed map, Sheet 3A.

Additional information required by subparagraph 2.5.7 of Technical Bulletin 19 will be taken by Final Design from the Vicinity Map (copy enclosed) and Field Notes previously forwarded with your letter to the Location Engineer dated April 12, 1973.

WHS:jh

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 14 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not [illegible]
Return To
Bring Up
Other

8275

10

Salem, Oregon

January 10, 1974

W. E. Schwartz, Regional Engineer

Frank E. Terpin, Final Design Engineer

Grande Ronde River (Island City) Bridge Section
Wallowa Lake Highway
Union County

Please furnish estimates of per acre land values for the properties indicated on the attached copy of the right-of-way map. We are preparing cost estimates for alternate roadway design widths, with and without truck and bus stop lanes, and need to include right-of-way costs.

FE:we
Attachment
cc: J. B. Boyd
Fred Eriksen

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 10 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return To
Bring Up
Other

Grande Ronde River (Island City) Bridge Sec.
Wallowa Lake Hwy.
Union County

E 2631000

N 621000

CONC. PIPE FACTORY HOPPER

120+30.83 P.I.
N 621529.10
E 2631293.71

CORRAL
Land Value?

115

Land Value?

N 1°44'50W

Land Value?

120

HUNTER LANE # 40

28°C.R.
D=84°51'30"
Ts=187.04'

118+43.79 P.C.

Land Value?

121+46.86 P.T.

MES. 60'N

130'

HOUSE

A. E. Bristow
142-572

34400 ① 0.15 Ac

N 83°06'40"E

12.0 Ac Lt.

SHOP

LIMITS

Grande Ronde River (Island City)
Wallowa Lake Hwy.
Union County

HUNTER

021

CONE PINE FACTORY HOPPER

120+30.83 P.I.
N 621,529.70
E 2631,293.77

Land Value?

N43°53W

130'

12.0 Ac Lt.
34400
(1)
0.15 Ac
N 83° 06' 40" E

28° C.R.
TA = 84°51'30"
Ts = 187.04'

121+46.86 P.T.

118+43.79 P.C.

A. E. Bristow
142 - 572

E 2,631,000
N 621,000

115

N 1°44'50W

CORRAL
Land Value?

Land Value?

Barn

House

House

CITY LIMITS

2275

10

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 8, 1974

TO MEMO TO THE FILES

FROM Fred Eriksen
Fred Eriksen, Design Team Supervisor

SUBJECT Grande Ronde River (Island City) Bridge Section
Wallowa Lake Highway
Union County

Duane Christenson of the Bridge Design Section informed me that Walter Hart, Bridge Engineer and Ed Hunter, Assistant Highway Engineer discussed on January 7, 1974 the reduction of roadway width of the replacement structure considering that the Wallowa Lake Highway may be relocated. The decision was made to stay with the present design roadway width of 44 feet with an eight foot walk on the west side.

FE:we

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN - 8 1974
ROAD DESIGN SECTION

Return To
Bring Up ___/___/___
Other

REFERRED TO

Cole Reed
Eriksen FE Sample
Heger Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

3215

10

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 28, 1973

TO MEMORANDUM TO THE FILES

FROM W. H. Sample, Final Design Supervisor

SUBJECT Grande Ronde River (Island City) Bridge Section
Wallowa Lake Highway
Union County

Truck and bus stopping lanes were reviewed this date with Jim Chidsey by phone and a meeting including Hal Versteeg, Roger Trygstad, Will McGill and Bill Sample.

Stop lanes are not required by P.U.C. Dave Astle at this crossing due to slow speeds according to Mr. Chidsey.

A law permitting certain trucks to continue nonstop across gated railroad crossings was defeated in the 1973 Legislature according to Mr. Chidsey.

Stop lanes are desired by Roger Trygstad.

Final Road Design to prepare estimate of cost to add the stop lanes.
Don Stoudenmeyer to secure truck traffic counts.

WHS:jh
cc: Roger Trygstad
Frank Terpin
Jim Chidsey

1 Versteeg U
2 A. Olson
Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 28 1973
ROAD DESIGN SECTION

Reply
Receive
Done
Return
Bring up
Other

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Grande Ronde River Bridge (Island City)
Highway: Wallowa Lake (FAR 7)
County: Union
Prefix: 31-1411

Res. Engr. R. L. Feller
Approx. Length 0.16+ mile
Sta. 113+00+ to Sta. 121+50+
Date May 21, 1973

Mean Truck A.D.T. 799
Traffic Coefficient 9.7
18 kip s. a. per day 241.0
(1)

Annual Precipitation 20"+
Frost Penetration 36"+
CBE Total Requirement 31.5"

Typical Soil

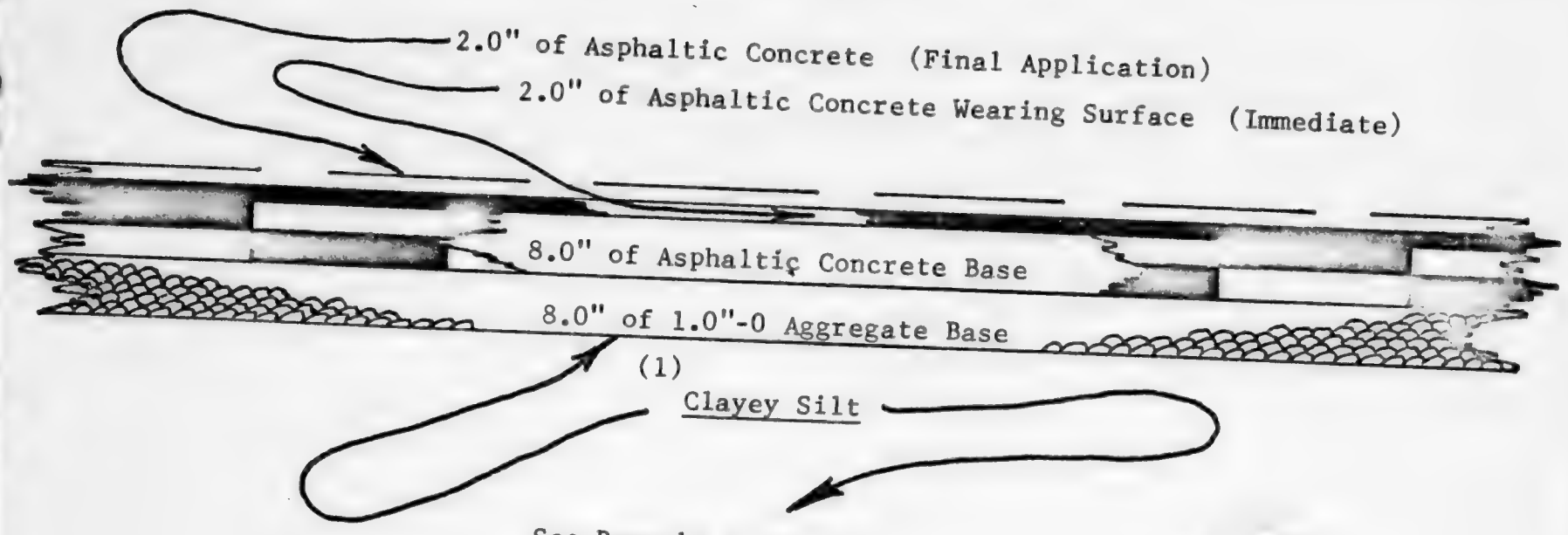
50	LL
8	PI
93	%P 10
80	%P 200
7	% Gravel
2	% C Sand
11	% F Sand
59	% Silt
21	% Clay
9	R Value
A-5	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0"	2.0"	A.C. (F.A.)
4.0"	2.0"	A.C.W.S. (I.)
16.0"	8.0"	A.C.B.
8.0"	8.0"	A.B.
32.0"	20.0"	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
8.0" of Asphaltic Concrete Base
8.0" of 1.0"-0 Aggregate Base
(1)
Clayey Silt

See Remarks on Page 2.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
JUL 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by _____
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by _____
Location Engineer

Approved by _____
Asst. State Highway Engineer

SECTION: Grande Ronde River Bridge (Island City)

HIGHWAY: Wallowa Lake (FAR 7)

COUNTY: Union

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*A.C. Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	2.0"	7.0"	9.5"	27.5"	18.5"
7.0 - 8.0	2.0"	4.5"	11.0"	24.0"	17.5"
6.0 - 7.0	3.0"	---	15.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	16.0" *	17.5"	18.0"
Cars Only	2.0"	---	16.0" *	13.0"	18.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.4 and a C.B.E. Requirement of 27.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

*The thickness of aggregate base has been increased to bring the total actual surfacing thickness up to approximately one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Grande Ronde River Bridge (Island City)

HIGHWAY: Wallowa Lake (FAR 7)

COUNTY: Union

5000 Present ADT (19 73)

13 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	290	1.45	421	356	450	160,200
3	175	1.45	254	215	1000	215,000
4	10	1.45	15	13	1250	16,250
5	175	1.45	254	215	3180	683,700
6	0	----	---	---	2570	- - - -
				799	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,075,150

TWENTY YEAR EWL 21,503,000

TRAFFIC COEFFICIENT 9.7

SECTION: Grande Ronde River Bridge (Island City)

HIGHWAY: Wallowa Lake (FAR 7)

COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section (0.16± mile) and does not warrant the use of C.R.P.C.C.

8275

C

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 24, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

Vicinity Map nad Profile
Grand Ronde River Bridge (Island City)
Wallowa Lake Highway
Union County

Dear Sir:

Enclosed for your review and comment are four copies of the vicinity map and profile for the proposed reconstruction of the bridge over the Grand Ronde River at Island City on the Wallowa Lake Highway. While this structure does not permanently encroach upon Union Pacific's right of way, it does require a new temporary crossing of the Railroad for the detour structure to be built to carry traffic during the construction of the new structure. The proposed structure will follow basically the same alignment as the existing structure and will be in the same location.

As further information is developed on this project, it will be furnished to you for your review and comment.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: H. S. Coulter
F. L. Hall
W. J. Hart
W. E. Schwartz
H. W. Gerlach

NOTED
F. S. COULTER

RECEIVED
APR 25 1973
Office of
Assistant State Highway Engineer

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

RECEIVED
APR 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 30, 1973

cc's sent 4-3-73

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swenson
F.E. Terpin
W.H. Tebeau
W.E. Schwartz (2)

NOTED
E. S. HUNTER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Division
Salem, Oregon 97310

Attention Victor D. Wolfe, Location Engineer

Dear Sir:

This is in reply to your letter of February 15, 1973, which was accompanied by location prospectus of the Grande Ronde River Bridge (Island City Section).

We have four recommendations for protection of fish life and habitat. These are as follow:

1. The operation should be conducted behind berms and no turbidity increase above 5 JTU's over background.

2. No equipment in river from January 1 to August 1.

3. Berms should be constructed of clean materials.

4. Piers could possibly be constructed at an earlier date if sheet piling or rip-rap is used.

We appreciate the opportunity to comment on this project.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js
cc: Dir. FCO

RECEIVED
APR 3 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Con 19-1 °
Grande Ronde
R 13.

PREFIX NO. 31-1411

LOCATION PROSPECTUS

GRANDE RONDE RIVER BRIDGE (ISLAND CITY) SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

HIGHWAY: Wallowa Lake Primary Highway No. 10; Federal-aid Primary No. 7.

TERMINI: At Mile Point 2.64, approximately 0.25 mile north of the junction of the Wallowa Lake Highway and the Cove Highway in Island City.

PROGRAM: Not programmed.

NARRATIVE: This will be a bridge location survey for the purpose of preparing a vicinity map for a new bridge over the Grande Ronde River. The structure will be constructed on the existing alignment. An economic analysis is not needed at this time. A bicycle path will be considered.

CHARACTERISTICS: The present ADT is 4400; the 20-year proposed ADT is 6200.

BRIDGE: This will be a 44-foot wide structure with a 5-foot sidewalk on the upstream side only.

ADD'L FACILITIES: No airports, railroads, parks, roadside rest areas, or any other stream will be involved.

AGREEMENTS: Agreements with Union County and the City of Island City will be necessary.

UTILITIES: Routine utility adjustments may be necessary.

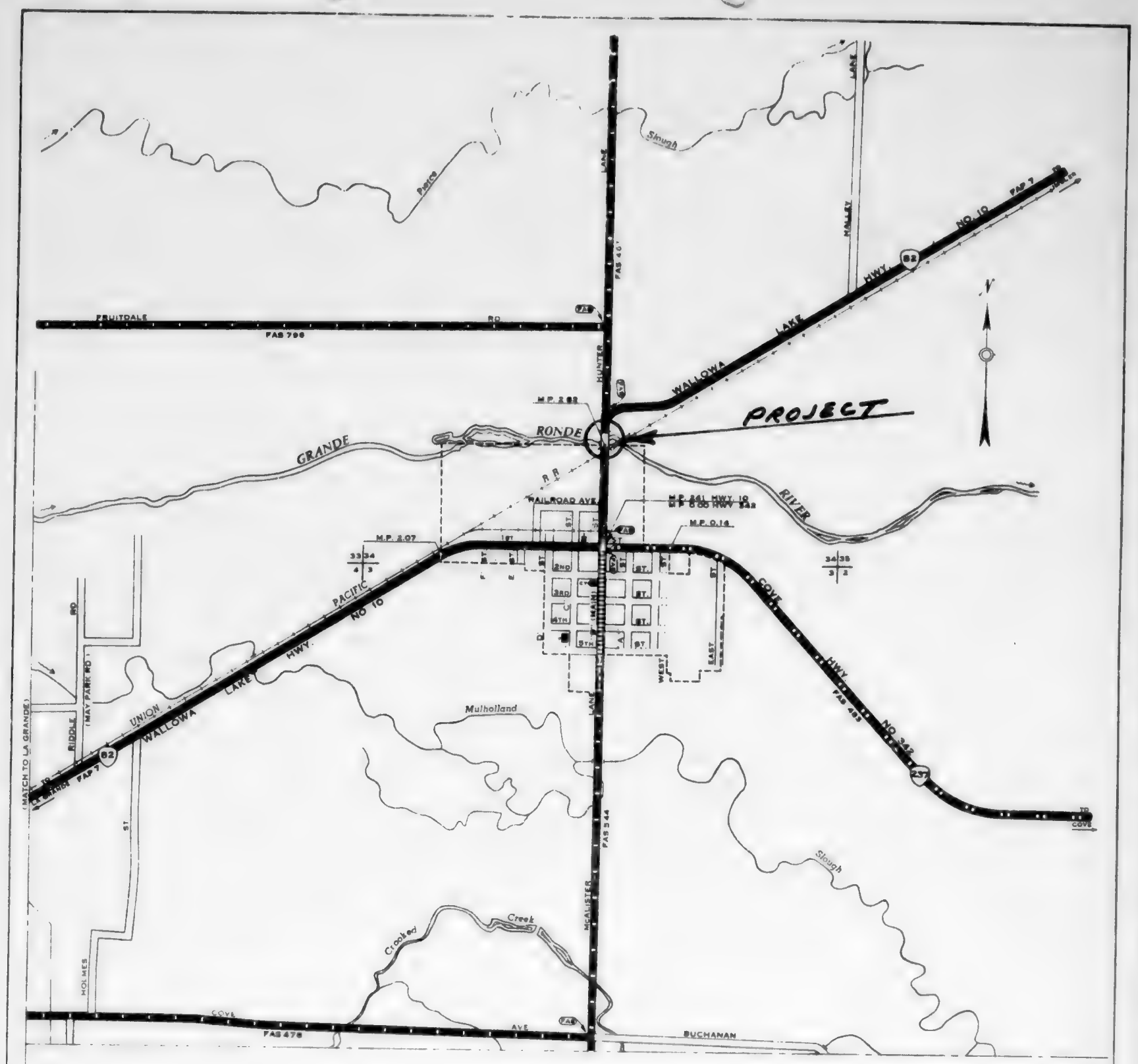
Attach
February 14, 1973

cc: Federal Highway Administration (3)
Oregon State Game Commission
F.B. Klaboe
R.L. Schroeder
L.E. George
W.J. Hart (3)
D.H. Moehring
L.H. Young
R.N. Chase
B.L. Gifford
R.D. Hector
A.D. Olson
R.W. Prentiss
R.E. Royer
W.H. Tebeau
G.C. Wills
Fish Commission of Oregon
W.E. Schwartz (3)
E.S. Hunter
J.B. Boyd (3)
F.L. Hall
C.T. Keasey
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
V.J. Johnson
R.E. Olson
J.A. Rowland
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)

NOTED
R. L. SCHROEDER

RECEIVED
FEB 16 1973
Office of
Assistant State Highway Engineer

GRANDE
PROJECT
RAILROAD AVE
SILANG CITY



ISLAND CITY

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 160

Scale in Feet

Revised September 1969

8276 Bear Cr Br Sec of FAS 32-104 1975
approx 2 mi S of Wallowa
(Structure)

CIA 5384 7-17-76

< 76

February 10, 1976

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On February 5, 1976, we wrote to you concerning release of final payment on Contract No. 8276 awarded to Weaver Construction Co. for work on the Bear Creek Bridge Section of FAS 32-104 in Wallowa County.

Final payment on this contract is $3,574.95 and the total contract amount is $83,741.10. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Weaver Construction Co.
PO Box 588
Union, OR 97883

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8276

Final Report # 17

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bear Creek Bridge		WEEK ENDING: December 26, 1975
		SECTION PREFIX: 532-1043
HIGHWAY: FAS 32-104		COUNTY: Wallowa
NAME OF JOB: Bear Creek Bridge	KIND OF WORK: Structure	
CONTRACTOR: Weaver Construction Co.	CONTRACT NUMBER: 8276	FEDERAL AID PROJECT NUMBER: BRS 32-104(1)
DATE OF CONTRACT: August 11, 1975	DATE WORK STARTED: August 30, 1975	ESTIMATED COMPLETION DATE: December 10, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 111
PROJECT AUTHORIZATION: $ 94,077.78	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 92.5
EXCLUEIVE OF ENGINEERING: $ 85,861.38	ENGINEERING AUTHORIZATION $ 8,216.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 83,741.66	ENGINEERING COST TO DATE $ 10,172.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN: 0.07 %	PERCENT OF AUTHORIZATION 123.8%	DATE PROJECT WAS COMPLETED: December 10, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16218							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Fair, cold	0		
MONDAY 22	Snow shwrs	0		Semi-final submitted to Region.
TUESDAY 23	~~Ptly cldy, cold~~	0		
WEDNESDAY 24	~~Clear, cold~~	0		
THURSDAY 25	~~Clear, cold~~	0		
FRIDAY 26	~~Clear, cold~~	0		
SATURDAY 20	Clear, cold	0		

Routing:
Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
DEC 24 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 21	No activity
MONDAY 22	No activity Semi-final estimate & records submitted to Region.
TUESDAY 23	No activity
WEDNESDAY 24	No activity
THURSDAY 25	No activity
FRIDAY 26	No activity
SATURDAY 20	No activity

REMARKS

Status: Semi-final estimate & records submitted to Region 12-22-75.

Estimate 3rd notification will be submitted about 1-9-76.

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8276. STATE COPY 45

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R2089
MONTHLY TRANSACTION NO. 9-24	**FEDERAL-AID PROJECT AGREEMENT** 8-26-75	STATE: Oregon COUNTY: Wallowa PROJECT NO.: BRS-32-104(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., approx. 1.5 mi. SW of Wallowa Bear Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	6-25-75	0.012

FUNDS Pro rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 94,077.00	$ 70,557.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By H. D. Schroeder

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

Date executed by Division Engineer 8/26/75

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 20, 1975

Federal Aid Project
No. BRS-32-104(1)

BEAR CREEK BRIDGE SECTION

FAS 32-104 (BEAR CREEK ROAD)

WALLOWA COUNTY

Project Agreement Estimate.

Type Code X080
Structure Br. #16218 (Sta. 9+66 to Sta. 10+31)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	120 sq.ft.	10.00	1,200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	300 lin.ft.	0.50	150.00
Flagmen	24 hours	1.00	24.00
Bridge Removal Work	All Required		11,800.00
Toe Trench Excavation	125 cu.yds.	5.00	625.00
Shoring, Cribbing etc.	All Required		4,000.00
Structure Excavation	300 cu.yds.	15.00	4,500.00
Structure Excavation below Elevation Shown	30 cu.yds.	5.00	150.00
Structural Concrete, Class 3300 (140 cu.yd.)	All Required		18,000.00
4' x 65'/70' Prestressed Slabs	8 only	3,800.00	30,400.00
Reinforcement (17,000 lbs.)	All Required		5,000.00
Loose Riprap, Class 700	135 cu.yds.	14.00	1,890.00
Metal Rail	113 lin.ft.	25.00	2,825.00
Guard Rail in Stockpile	All Required		800.00
			$81,864.00

Anticipated Items

Permanent Signing	All Required	$ 100.00
Permanent Pavement Striping	All Required	100.00
Temporary Erosion Control	All Required	100.00
		$ 300.00
Subtotal		$82,164.00
Engineering		11,913.00
Total		$94,077.00

Length of Structure - - - 0.012 mile

Federal Funds - - -

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 24, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon BRS-32-104(1)
Bear Creek Bridge
Wallowa County
Project Assessment

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 1, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
(OSHD) (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | A/...
✓

7-28-75
ORIGINAL TO
L.W. Rulien

8276

15

July 17, 1975

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention: Marjorie Martin
County Clerk

MISC CONTRACTS AND AGREEMENTS No. 2384.

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of a reinforced concrete bridge over Bear Creek on Bear Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(agree. att.)

8276

Contract 8276 #5

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

July 29, 1975

FILE:PRO 4-3

FROM: L. W. Rullen
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Bear Creek Bridge Section
Bear Creek Road
Wallowa County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

RECEIVED
STATE HWY ENGR
JUL 30 '75
REFER TO
FOR
Info | Inves | R/D | Str | Stan | Air | Fin

APPROVED
E.S.H.
E. S. Hunter
Date 7-31-75

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 16, 1975

A. PROJECT IDENTIFICATION

Name of Project Bear Creek Bridge (Section) BRS-32-104(1)

Location of Project - Bear Creek Road (Highway Name) _____ (Highway No., US - ORE)

_____ (City) Wallowa (County) 5 (Region)

Program ~~FAS-C~~ SBRP (Funding) $96,100 (Estimated Cost) FAS 32-104 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replacement of a narrow, deteriorating bridge over Bear Creek. The existing 16 foot wide structure would be replaced by a structure that is 32 feet in width. The bridge would serve local farm, ranch and tourist traffic.

Origin and History: Wallowa County applied for funding under the FAS-C program in November of 1974. The Oregon Transportation Commission approved the project in January of 1975.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

An 80-foot concrete structure with a 32-foot roadway width would replace the existing steel pony-truss bridge.

Alignment (new or existing) Existing

CATEGORY 3 PROJECT

NON MAJOR

Form (2)9-74

Description of Project (con)

Right-of-Way (acreage and type of land use) No additional right of way is required.

Typical Section 32-foot roadway.

Bikeway None proposed.

Structures Proposed bridge would have solid concrete abutments and concrete deck.

Additional Facilities No additional facilities (e.g. sidewalks) are included in the proposed project.

Access Control N.A.

Materials Crushed rock and rip-rap materials to be obtained from State controlled, county or commercial sources.

Borrow and Waste Disposal Contractor would dispose of existing bridge structure.

Special Construction Methods Project would be scheduled during periods of low water to comply with Game Commission guidelines.

Characteristics (ADT) 80; Bridge utilized by ranch, tourist and logging traffic.

Other General Information (or Supplemental information to items) A detour has been proposed for the duration of bridge construction. The detour would cross the creek approximately 75 feet downstream from the bridge site. Traffic would cross the stream over a pipe of sufficient size to accomodate stream flow. Wallowa County is presently negotiating for easements and necessary permits.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The scope and intent of the proposed project is limited to bridge replacement within the existing right of way.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type Tentative Date(s)

A-95 Review: [X] Not Required [ ] Required

Date Submitted Date Received

Expected Coordination with Local, State and Federal Agencies

Consultation with State Game Commission and Highway Division as needed.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N.A.

F. STATUS OF PROJECT DEVELOPMENT

OSHD Status	OSHD Date	FHWA Status	FHWA Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The project is situated in the foothills of the Wallowa Mountains approximately 1.5 miles south of the community of Wallowa (pop. 830). The proposed bridge site is essentially that of the existing bridge. Streamside elevation is about 3140 feet above mean sea level. Elevation increases rapidly upstream (south) toward the high mountains. The range attains summits exceeding 9800 feet msl about 25 air miles southeast of the project area.

The bridge site is located on a small, relatively flat alluvial terrace at the mouth of Bear Creek Canyon. The setting is decidedly rural. Several ranches utilize the flat stream benches for homesites or pasture for livestock. Over the years logging and the extension of agricultural lands into the foothills has practically eliminated what must have been a transitional zone between the conifer forests to the south and the Wallowa Valley grasslands to the north. The bridge site is within the forest fringe.

G. Brief Environmental Setting of Project Area (Cont'd)

Bear Creek is a flashy stream with origins in high mountain snow. At the bridge site the drainage area is about 71 square miles. The main channel at the bridge is probably less than 15 feet wide. The narrow channel coupled with periodic ice damming has produced several well-remembered floods. In 1936, a record discharge of 1,620 cfs was recorded. Other memorable floods occured in 1949 and 1964, all attributable to ice or debris dams. Work performed on the channel since 1964 has greatly alleviated flood potential. The proposed structure is designed to accomodate discharges of 1746 cfs. Bear Creek joins the Wallowa River within the city limits of Wallowa.

Streambed and stream banks are characterized by cobbles and small boulders. Gravel bars in the stream are relatively stable. Although damaging bank erosion is not particularly evident, rip-rap has been proposed at bridge approaches as a precaution against scour and abrasion.

Streamside vegetation has contributed substantially to bank stabilization. Riparian species include cottonwood (Populus trichocarpa), willow (Salix spp.) and a number of brushy plants. Conifers, principally Douglas fir (Pseudotsuga menziesii) tamarack (Larix occidentalis) and pine (P. ponderosa) grow among the cottonwoods and willows and on the hillsides. Although the area has been logged in the past, several old-growth trees still remain along the stream. The surrounding forest supports a variety of wildlife, notably elk and mule deer. The area is said to be popular with hunters. Bridge construction would have very little if any effect on local animal populations.

Bear Creek supports both resident and anadromous fish. Although local anglers maintain that fishing is not particularly good, rainbow trout and steelhead may be taken in season. In the interests of fish protection, the State Game Commission has recommended that bridge construction be confined to periods of low water.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Local land-use is associated with farming (ranch), logging and recreation. The northern boundary of the Wallowa-Whitman National Forest is approximately 5 miles south of the bridge site. Land adjacent to the bridge is undeveloped or utilized for pasture and utilities (water). A 10 inch water main (City of Wallowa) attached to the existing bridge would be attached to the proposed structure.

Aesthetic resources, air, noise and water quality would not be materially affected by the proposed project.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Project within existing right-of-way. Temporary easement would be required for detour.

Consequences:

No adverse consequences. The property necessary for detour easement is presently being utilized for pasture.

2. Estimated Changes in Traffic Patterns:

No changes anticipated.

Consequences:

N.A.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

Temporary detour easement.

Consequences:

No significant consequences.

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects are anticipated. Precautions will be taken to protect fish resources, and water quality.

Consequences:

N.A.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None anticipated.

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None.

8. Potential Consistency of Proposal with (complete when applicable): N.A.

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

Precautions will be taken to minimize harm to fish and water resources during construction.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [XX] Category 3 [ ] Category 4

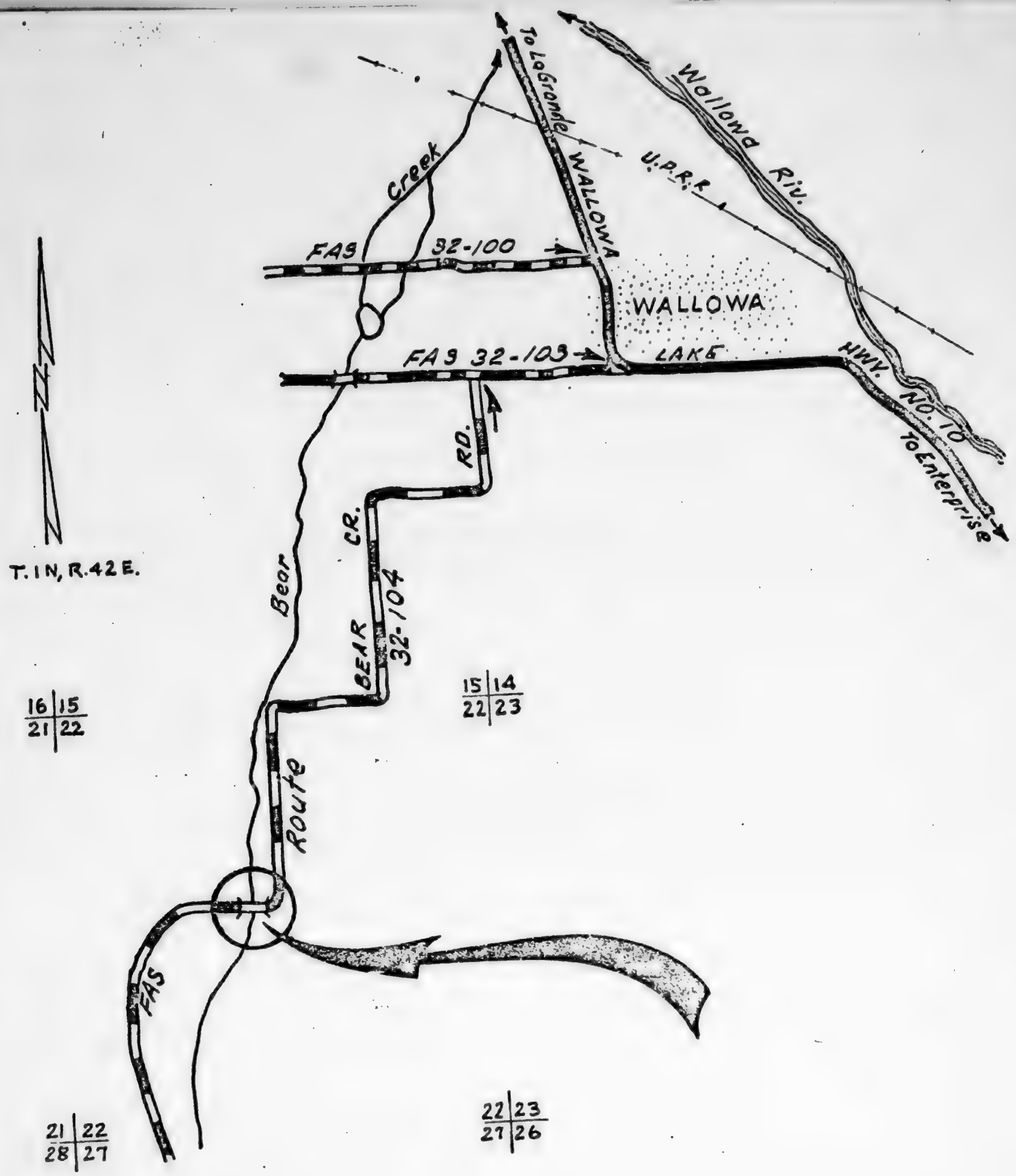
K. TYPE OF ACTION

[ ] Major Action
- [ ] Significant
- [ ] Non-Significant

[XX] Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS
[ ] Final EIS
[ ] Supplemental Draft EIS
[ ] Supplemental Final EIS
[XX] Assessment Only
[ ] Section 4(f)
[ ] Negative Declaration
[ ] State-Wide Negative Declaration
[ ] Preliminary EIS
[ ] OTHER _____



BEAR CREEK (BEAR CR. RD.) BRIDGE

FAS 32-104

WALLOWA COUNTY

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 24, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon BRS-32-104(1)
Bear Creek Bridge
Wallowa County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 1, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
(OSHD) (Potter)
OSHD (Laux)

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
...ENGINEER		
...ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
HISTORY-NEED		
...INFO		
...SCHEDULE		
REMARKS:		

JUL 25 1975

RECEIVED
STATE HWY ENGR
JUL 25 '75

REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Alt	File
✓						

BEN GIFFORD

8276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 7, 1975

FILE: BR 16218

FROM: Jack L. Davis
Foundation Engineer

TO:
Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Foundation Data
Bear Creek Bridge Section
FAS 32-104
Wallowa County

Enclosed is a copy of the Foundation Data Sheet and the drill logs for Bear Creek Bridge, No. 16218.

Data Included:

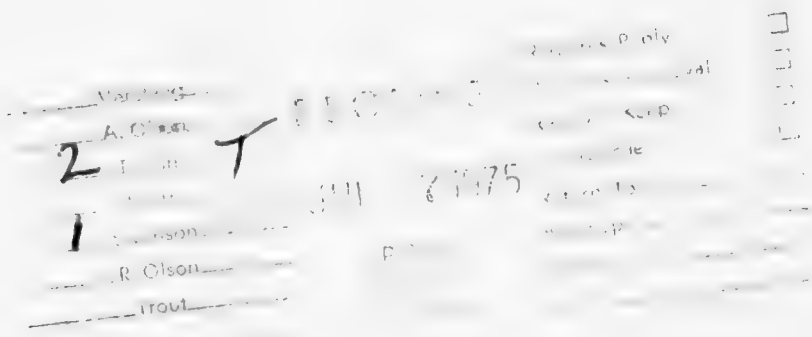
Foundation Data Sheet, drawing 30499

Drill logs, Test Holes Nos. 1 and 2

This project is scheduled to be let on July 31, 1975.

JLD:dh
Enclosures

cc W. E. Schwartz, /w/ encl.
J. A. Schlieski /w/ encl.



Transaction No. 6-183

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-25-75

BY (Signature): L. W. Rulien's June 16, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Special Bridge Replacement

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 53 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
53	BRS-32-104(1)	0.012	92,400	69,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Bear Creek Bridge Section Wallowa County State of Oregon	One Structure

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 30 '75
FOR
Info | Agmts | R/D | Utl | Acq

NOTED
E. S. HUNTER

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970 this office should be notified of such proposed exceptions and reasons thereof.

7-1-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-25-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Form FHWA 1... (Rev. 5-73)

8276

UNITED STATES GOVERNME

Memorandum

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 23, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Funds

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have just received telecopier memorandums from Mr. H. A. Lindberg, Associate Administrator for Engineering and Traffic Operations, FHWA, indicating that Oregon has been allocated $1,654,500 for the Federal redistribution share of unobligated Special Bridge Replacement funds for the following bridges:

	Bridges	Bridge No.
1.	Willamette River Bridge at Harrisburg	00583
2.	Grande Ronde River Bridge (Island City)	04821A
3.	Oswego Lake Outlet Bridge	06070
4.	Ritner Creek Bridge	01251
5.	Bear Creek Bridge	32C11

Please send over the PS&E submittal as soon as possible so that you can advertise the projects before the end of the month. This is a requirement of these funds.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8276

June 16, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. BRS-32-104(1)

We are submitting program data for one project, Item No. 53, Project No. BRS-32-104(1), "Bear Creek Bridge Section", which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23 U.S.C. This project is being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid act.

It is our present intention to receive bids for this project on July 31, 1975.

We request a waiver of District 13 Clearinghouse A-95 review based on the fact that the work involved is (1) replacement of a bridge, in kind, on existing right-of-way; (2) such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

Enclosure

JG:bz

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Rev. 6-16-75

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD															
2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): Co. Rd., approx. 1.5 mi. SW of Wallowa	ADT	PRESENT: 100*	FUTURE (66)–(70): 160	YEAR (71)–(73): 95	REGION: 10	STATE NAME: Oregon	ST CO
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62): One Bridge	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER: PREFIX LETTER(S) (14)–(28): BRS –	NUMBER (7): 32-104	SE
	CLASS OF FEDERAL FUNDS: Special Bridge Replacement						COUNTY NAME: Wallowa			CODE (14)–(16): 063	
	NAME OF URBAN AREA (17–31): – – – –						ROUTE NO.: S	FEDERAL-AID (32): 32-104	STATE (33–36): Co. Rd.	U.S. (37–41): – –	

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–70)	STATE FUNDS	OTHER FUNDS	
1													
5					PE		Co. Rd., approx. 1.5 mi SW of Wallowa						Con str spa Rem fur
5					ROW								(Co app ins pro det
5					CONST (CODE) (Safety) X080		"Bear Creek Bridge Section"	0.012	92,400	69,300	13,000	10,100 (Co.)	ROW Acc Par non
							PROJECT TOTALS	0.012	92,400	69,300	13,000	10,100 (Co.)	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

*DHV is 25

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

Rev. 6-16-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., approx. 1.5 mi. SW of Wallowa	ADT	100*	160	95	10	Oregon	41	115	53

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ADCT	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								BRS -	32-104	(1)		

Special Bridge Replacement

COUNTY NAME: Wallowa — CODE: 063

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 32-104 — STATE: Co. Rd. — U.S.: - -

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., approx. 1.5 mi SW of Wallowa						Construct one pre-stressed conc. slab span br. (L 65'). Remove extg str. & furnish guardrail. (County to const. approach roadways, install guardrail, provide & maintain detour) ROW - 60' min.; Access control-none; Parking restrictions-none.
W								
NST) ty)		"Bear Creek Bridge Section"	0.012	92,400	69,300	13,000	10,100 (Co.)	
		PROJECT TOTALS	0.012	92,400	69,300	13,000	10,100 (Co.)	

AL DATES

REMARKS

*DHV is 25

-OVER-

BEAR CREEK BRIDGE SECTION

PROJECT NO. BRS-32-104(1)

Existing Facility: Steel pony truss; L. 80'; H.C. 15'-7"; load limit posted at 10 tons.

Adjacent Section: Variable 22-foot to 24-foot graveled surface.

Project Data: Remove existing structure and construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 16218) 65 feet in length having a horizontal clearance of 30'-4". Furnish and stockpile at the county shops in Enterprise necessary guardrail for approach roadways.

NOTE: County to construct approach roadway (30-foot graveled surface)to each end of structure, install guardrail, provide and maintain detour.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None required.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:

a. State Clearinghouse - Exempt from A-95 review under working agreement.

b. District 13 Clearinghouse - Waiver of A-95 review being requested under the program submittal letter.

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements:

a. Public Hearings - Not required under Oregon Action Plan (category 3 project).

b. Location/Design - Not a factor in the development of this project.

Route Data: This is a farm-to-market road, log hauling route, school bus route and a mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: (1) This project is in Congressional District No. 2.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2.1 as the new bridge will eliminate functional absolescence and structural deficiencies by providing width for two lanes of traffic and capability of supporting legal highway loads.

~~PLA 14-1~~

June 16, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell

Dear Mr. Schell:

SBR Funds
Structure Eligibility

We request that the following structure projects be made eligible for financing with Special Bridge Replacement Funds:

Project	Est. Total Cost	Federal Funds
Chehalem Creek Bridge	$2,650,000	$1,987,000
Yachats River Bridge	600,000	450,000
Bear Creek Bridge (Wallowa Co.)	150,000	112,500

Chehalem Creek Bridge is a wooden, two-lane, trestle type composite structure in an urban area with an increasing traffic count. The condition of the bridge is poor and requires constant maintenance. Replacement with a four-lane structure will serve the dual purpose of replacing an aging and curved bridge with a new, safer structure plus eliminating the only two-lane bottleneck on the Pacific Highway West between Portland and Dundee. Replacement of this structure is of prime concern and we are presently advertising a construction project to accomplish this. The condition of the structure is such that if we are unable to obtain SBR funds for this work, we will be forced to use other funding.

A recent bridge inspection report for the Yachats River Bridge indicates that the roller bearings are completely rusted solid, the steel stringers and

longitudinal floor beams show up to 30 percent section loss from rusting in some areas, 100 percent loss of individual lacing pieces on end posts and vertical posts from corrosion, webs of north end posts nearly rusted through, heavy rusting on vertical and diagonal members, many rivet heads lost from rusting and damage to members by truck traffic. The concrete deck shows heavy wear with rebar exposed in several areas. This is a narrow 20-foot wide structure on poor alignment. The inspection report states, "Due to seriousness of conditions of truss, narrowness and other substandard features, this bridge should be immediately replaced." (See attached.) If we are unable to obtain SBR funds for replacement, an expenditure of approximately $35,000 in maintenance funds will be required for repair and painting. The timber caps, stringers and deck on the approach spans were replaced in 1956 and will need replacement again soon.

Although Bear Creek Bridge has a sufficiency rating of 36.3, it is on the FASC system and is thus a county project. There has been a problem with match money financing but we believe this has been solved and that the project can proceed.

Your approval of these structures for Special Bridge Replacement Funding is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

cc L. W. Rullen/w/ attach.
V. E. Skoog /w/ attach.
Walter J. Hart /w/ attach.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

DATE: May 6, 1975

In reply refer to: 1041BR/407.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

NOTED
E. S. HUNTER
CC Rulon
5-9-75

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L. L. JOHNS

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
FOR
Init. | Inves. | R/D | D. o | Sign | Act. | File

cc Hunter

8276

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

April 25, 1975

NOTED
E. S. HUNTER

cc's sent 4-28-75

Mr. Victor D. Wolfe
Location Engineer
Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
F.E. Terpin (2)
C.O. Fredrickson (2)
W.E. Schwartz (2)

Dear Mr. Wolfe:

The following prospectuses transmitted to us for comments have been reviewed:

Lyons-Mill City County Road (DeFord Bridge) Linn County

Bear Creek Bridge Section
FAS 32-104, Wallowa County

Linn County and the consulting engineer should be made aware of our concern for safeguarding the fishery resource in the Santiam River system. The preferred time for instream work, if necessary, is during the month of August.

Regarding Bear Creek, two species of anadromous fish pass through the work area. Thus, fish safeguards should be provided. We recommend the work in the stream be done after July 1.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
RECEIVED
APR 28 1975
LOCATION
SECTION

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

April 24, 1975

cc's sent 4-28-75

E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
F.E. Terpin (2)
C.O. Fredrickson (2)
W.E. Schwartz (2)

NOTED
E. S. HUNTER

Mr. Victor D. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

SUBJECT: Lions-Mill City County Road (DeFord Bridge)
County Road 6
Linn County

Bear Creek Bridge Section
Bear Creek Road, FAS 32-104
Wallowa County

The Wildlife Commission staff has completed review of your above listed prospectuses and request that we be advised as future development of plans develop. If we can be of any additional help, please call.

Sincerely,

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc Fish Commission of Oregon

JL:lo

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1975
LOCATION
SECTION

8276

. OREGON STATE HIGHWAY D ISION

SUBJECT: Lower Bear Cr. - Project Request

DATE: April 16, 1975

Verne Russe

FROM: Joseph A. Schlieski
P. O. Box 850
La Grande, Oregon 97850

Bear Creek Br.

Attached find copy of County Road FAS-C Project Request for the lower Bear Cr. Bridge.

In discussing the recent revisions with Roger Lang it was decided that if you would initial the changes made in this request under Bridge Project Data - no further changes or paperwork should be necessary. We're assuming that you signed the original request as the County Engineer or Roadmaster.

The Bridge Section discussed the 30' roadway with City - County and the FHWA and it appears that it will be approved.

Please return the request to this office for further processing and distribution.

FAS 32-104
Wallowa County Project.

Thankyou.

RECEIVED
COUNTY & CITY SECTION
APR 22 1975
ENGR. COOR. OE AE UE
UPE CE RE RPE

PLEASE REPLY HERE

Joseph A. Schlieski
(SIGNATURE)

Doc:

I have initialed the changes as you requested.
I discussed this new proposal with the County Judge and
I think all is in order.

Copy
Copy
Copy
ROAD DESIGN SECTION

CC:

(SIGNATURE)

4-24-75
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream BEAR CREEK

2. Name of bridge LOWRER BEAR CREEK

3. Dimensions of existing bridge. Length 80' Roadway Width 16'

4. Type of design and material used in existing bridge. STEEL PONY TRUSS PRESSURE TREATED WOOD STRINGER, CORRUGATED METAL DECK. STANDARD STEEL GUARD RAILS

5. Location (please attach map with location marked):
Section 20 Township 1 NORTH Range 42 EAST W.M.

6. Desired width of proposed bridge 32'-30' V-F. Approx. length 80' 65' V-R.
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No x_____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes x No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) SOLID CONCRETE ABUTTMENTS, CLEAR SPAN CONCRETE DECK
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No x
Explain_____

10. Foundation Testing: By County? Yes_____ No x
By State? Yes x No_____

11. Will County close road during construction? Yes_____ No x

12. Can presently established road be used as detour? Yes_____ No x

13. Must a new detour be constructed? Yes x No_____

14. Will detour be constructed & maintained by County? Yes x No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No x

16. Will County sign project outside work area during construction?
Yes_____ No x

17. Will Contractor sign project outside work area during construction?
Yes x No_____

18. Approaches or Connections by County Yes X No_____ V-R
~~by Contractor~~ ~~Yes x~~ No_____
Traveled surface: Type Crushed Rock Width 24'
Shoulder surface: Type Crushed Rock Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No x

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes x No ____
By County ~~X~~ ____ ~~Contractor~~ ____
Right side only? Yes ____ No x
Both sides? Yes x No ____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes ____ No x
Use for detour? Yes ____ No x
Removed by County? Yes ____ No x
Removed by Contractor? Yes x No ____
Salvaged by Contractor for County? Yes ____ No x

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:
By County? Yes ____ No x
By Contractor? Yes x No ____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes x No ____ Size 10 Inch
Company CITY OF WALLOWA
b. Sanitary sewer mains: Yes ____ No x Size ____
Company ____
c. Storm sewer: Yes ____ No x Size ____
Company ____
d. Gas mains: Yes ____ No x Size ____
Company ____
e. Power lines: Yes ____ No x Size ____
Company ____
f. Telephone lines: Yes ____ No x Size ____
Company ____
g. Other Utilities: NONE
(Suggest contact ID Tel. on conduit)

24. Does County wish provisions made for future utility attachment to structure? Yes ____ No x

25. Does County wish lightpost bases and conduit installed? Yes ____ No x

26. Does County wish complete job of illumination in project? Yes ____ No x

27. Is project contingent upon other factors? Yes x No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: MUST BE DONE DURING PERIOD OF LOW WATER AND IN ACCORDANCE WITH GAME COMMISSION REQUIREMENTS.

Remarks re Section II: GENERAL TELEPHONE COMPANY MAY WISH TO ATTACH TELEPHONE CABLE CONDUIT TO BRIDGE.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes x No
   By Consultant? Yes No x
   By County? Yes No x
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No x

3. Construction plans and specifications to be prepared:
   By State? Yes x No
   By Consultant? Yes No x
   By County? Yes No x

4. Does County desire center line to be permanently monumented as part of project? Yes No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No x
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

8-76

4-8-75

PREFIX: 532-1477

LOCATION PROSPECTUS
BEAR CREEK BRIDGE SECTION
BEAR CREEK ROAD, FAS 32-104
WALLOWA COUNTY

HIGHWAY: Bear Creek Road; FAS 32-104.

TERMINI: Location approximately 1.5 miles southwesterly of Wallowa.

LENGTH: 0.1 mile.

PROGRAM: FAS-C project.

NARRATIVE: This will be a location project for a new structure and approaches. The contractor is responsible for disposing of the existing bridge, placing riprap, signing and installing guardrail on the approaches. Wallowa County will acquire the right of way with the assistance of the State. County is also to construct and maintain the detour.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders.

BRIDGE: Structure to have 32-foot horizontal clearance, no sidewalks.

MATERIAL: Suitable material source will be located during survey.

AGREEMENTS: Routine FAS-C project.

UTILITIES: Utility adjustments will be required.

Attachment
April 8, 1975

NOTED
E. S. HUNTER

Oregon State Wildlife Commission
Fish Commission of Oregon
Federal Highway Administration (3)
W.E. Schwartz (6)
A.E. Johnson
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
L.W. Rulien
J.H. Versteeg
V.D. Wolfe
J.M. Cartwright (3)
H.S. Cox (2)
B.L. Gifford
Gary Potter (4)
A.D. Olson
R.E. Olson
J.A. Rowland
R.E. Royer
D.E. Swan
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (3)

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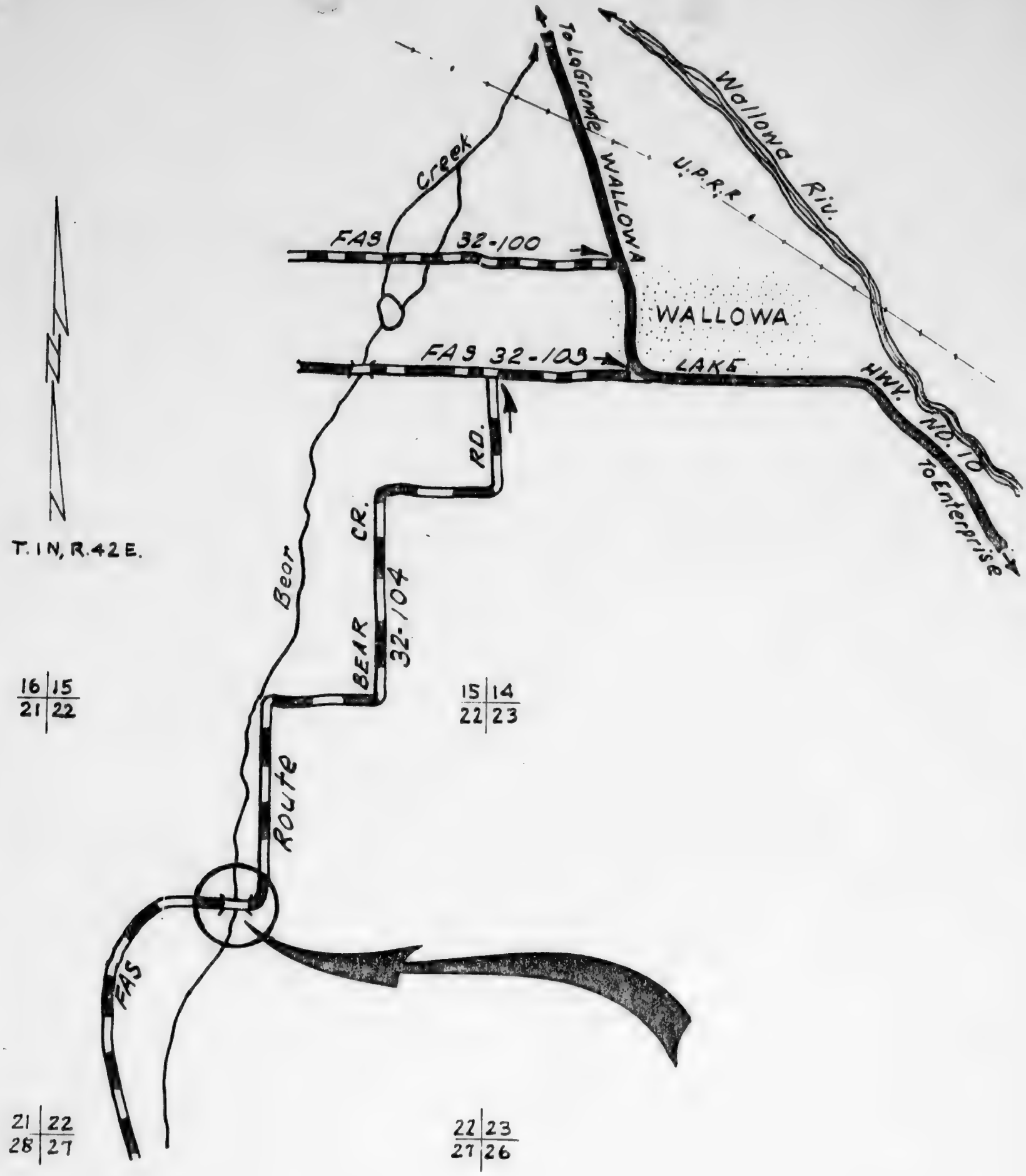
APR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



BEAR CREEK (BEAR CR. RD.) BRIDGE

FAS 32-104

WALLOWA COUNTY

8276

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 1, 1975

FILE: FAS 32-104
Br. 16218

FROM: John R. Marks
Asst. Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:

Foundation Recommendation
Bear Creek Bridge
Bear Cr. (Bear Cr.Rd.) Br.Sec.
FAS 32-104
Wallowa County
Bridge 16218

Location

This proposed replacement structure is presently being designed to be constructed in nearly the same location as the existing structure except for a slight shift in the alignment which moves the east end of the structure about 8 feet to the south. This change eases the skew angle with the stream, improves the roadway alginment and relieves the embankment encroachment at the chlorination building approximately 50 feet southwest of the structure. The structure is an overcrossing of Bear Creek via Bear Creek Road, FAS 32-104, located approximately 1.5 miles southwest of the City of Wallowa in Wallowa County in the S.E. 1/4 of the N.W. 1/4 of Section 22, T. 1 N., R. 42 E., W.M.

Existing Structure

The existing structure is an 80-foot steel pony truss supported on concrete abutments which are apparently founded, with spread footings, on the sandy gravels and cobbles just a few feet below the ground surface. The structure crosses Bear Creek at an approximate 45 degree skew, with the abutment walls positioned normal to structure centerline. This poor alignment of structure with stream flow has in the past restricted the flow of ice, creating an ice jam, and has also created a scour problem in the form of partial undermining of the east abutment.

Foundation Material

Two test holes were drilled at the site, one each within 10 feet of the proposed bents, encountering fill material to a depth of 5 feet from surface of roadway overlaying the original ground surface stratum of material that varies in thickness and composition from 8 feet of sand and gravel down to assumed elevation 86 in the test hole near proposed Bent 1 to 5 feet of black silty sand and scattered gravel over 10 feet of sandy gravel and boulders down to assumed elevation 78 in the test hole near proposed Bent 2 (all dimensions are approximate). Basalt rock was encountered beneath this sloping layer appearing seamy with some clay in seams in test hole near proposed Bent 1 and solid in test hole near proposed Bent 2.

Foundation Recommendation

Based on the topography of the area, namely the foothills of the Wallowa Mountains that ascend in a southeasterly direction from the structure site, and the test hole data, the basalt rock can be expected to slope from an assumed elevation 86 (approx.) at the southeast corner of proposed Bent 1 downward and diagonally across the structure to an assumed elevation 78 (approx.) at the northwest corner of proposed Bent 2. It cannot be assumed that the top surface of the basalt rock slopes uniformly between these two points, however, they should be valid as upper and lower limits. Due to this relative closeness of basalt rock, spread footings, founded on the basalt at 10 tons per square foot allowable footing pressure, are recommended. Some upward slope of the basalt will be encountered from right to left resulting in approximate footing elevations as follows:

	Elevation Bottom of Footing	
	Right	Left
Bent 1	82	86
Bent 2	78	82

To allow for variations in the elevation of rock encountered and to prevent future undermining of the footings, the plans should specify that footings be keyed into solid rock 6 inches.

Piling are not recommended at this site. No special riprap will be required to protect the footings assuming that the native sandy gravel and cobble material is used as backfill; however, a 3-foot blanket of Class 700 riprap should be placed at ends of wingwalls to protect new embankment slopes, keyed into the cobbles of the stream bed and carried up the slopes to Elevation 93.

Utilities

The City of Wallowa maintains an 8-inch steel water line on the south side of the existing structure. This line will be relocated upstream by the City for the duration of the construction project and it is their desire to install a 15-inch water line on the new structure in the future.

The City of Wallowa has requested that the utility holes for their line be 18 inches in diameter. There are no other utilities to be located on the proposed structure. For further information see the "Location Narrative Report" submitted by Joseph A. Schlieski, Resident Engineer, dated 3-3-75 (attached).

JRM:dh
Attachment

cc R. W. Ellison
L. L. Wallace
A. C. Harwood
C. G. Swenson

8276

FAS 32-104
Wallowa Co.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 22, 1975

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention: Mr. Vern Russell
Director of Public Works

Gentlemen:

Bear Creek (Bear Creek Road) Bridge Section
FAS 32-104, Wallowa County

This is to inform you that the above project was approved by the Oregon Transportation Commission on January 22, 1975.

For any questions you may have, please contact our region office in La Grande.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:mm
Att.

bc: W. E. Schwartz
Walt Hart
Victor Wolfe
J. H. Versteeg
F. W. Yarbrough

RECEIVED
JAN 2 3 1975
ROAD DESIGN SECTION

PROPOSED FISCAL YEARS 1974 AND 1975 COUNTY FAS PROJECTS

County	FAS	Section and Description	Programed Amount	State Share
Wallowa	32-104	Bear Creek (Bear Creek Road) Bridge. Structure.	$ 100,000	$ 11,000
		TOTAL	$ 100,000	$ 11,000

SUMMARY BY FISCAL YEARS (FAS Funds)	1974	1975	TOTAL
Allocated Funds	$4,108,000	$4,252,000	$8,360,000
Approved Projects (corrected to date)	4,108,000	1,397,000	5,505,000
Unprogramed Balance	--	2,855,000	2,855,000
Project Proposed 1/22/75	--	100,000	100,000
Unprogramed Balance	$ --	$2,755,000	$2,755,000

75-a
1/9/75

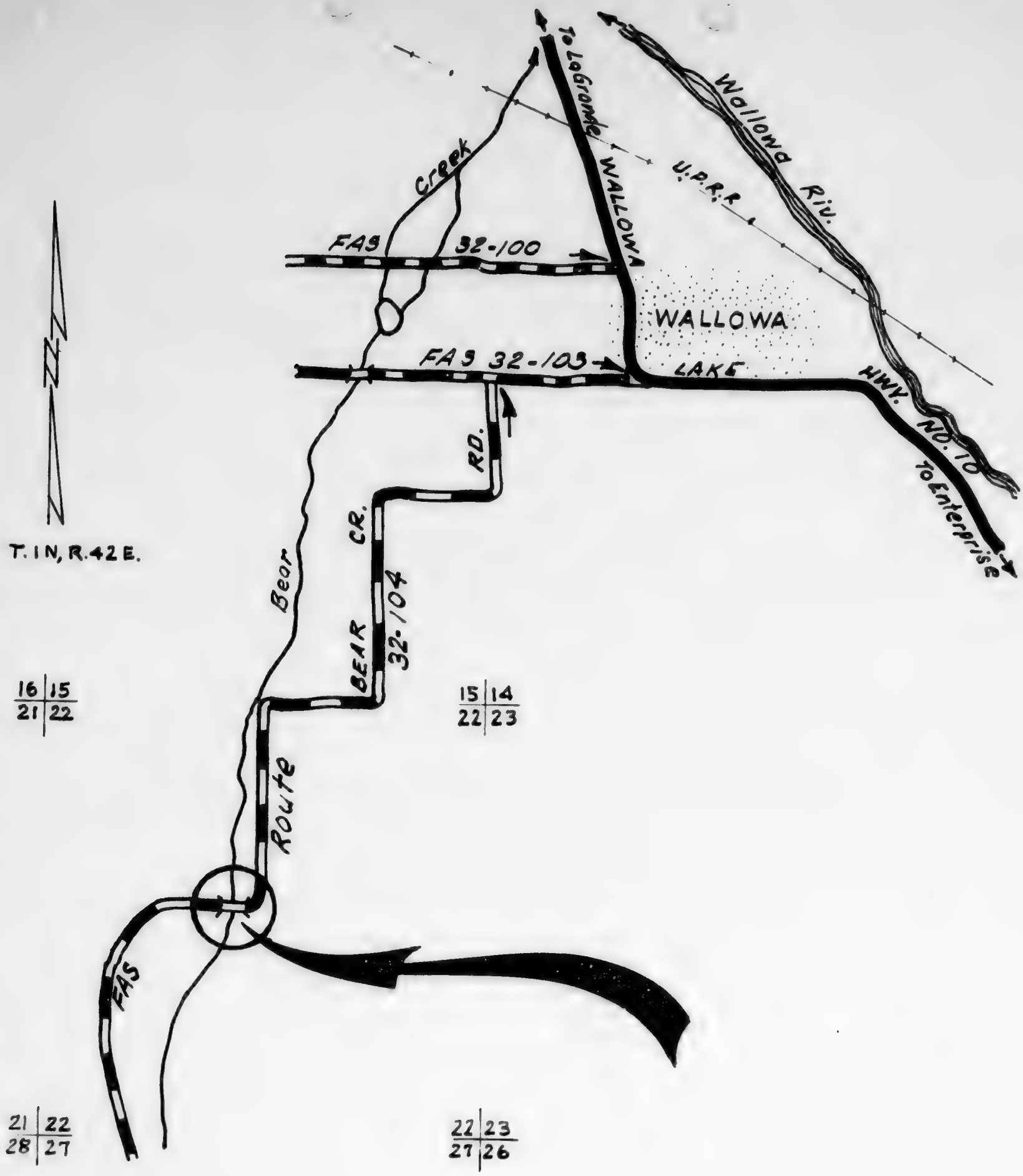
WALLOWA COUNTY
Proposed FAS-C Project

FAS 32-104: Bear Creek (Bear Creek Road) Bridge; structure and approaches, $100,000.

Construct a reinforced concrete bridge having a 32-foot roadway and no sidewalks. Contractor is responsible for the signing, installing guardrail on the approaches, placing riprap, and removing and disposing of the existing bridge. Utilities are involved.

State to do the engineering and award a contract.

County is to construct and maintain the detour. County is also to acquire the right-of-way with assistance of the State.



BEAR CREEK (BEAR CR. RD.) BRIDGE

FAS 32-104

WALLOWA COUNTY

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County WALLOWA FAS No. 32-104 Date NOVEMBER 19, 1974
County Road Name BEAR CREEK
Section Name BEAR CREEK BRIDGE
Type of Project BRIDGE
Location of Project (Attach sketch map)
ADT 80 Design Speed 40 MPH

Is this request for county bridge design only? Yes x No
county FAS bridge design? Yes x No
Will County hire consultant for this project? Yes No x
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type (AC, Pug Cold Mix, Penetration Mat) Total Travel Width
2. Shoulders: Type (AC, Pug Cold Mix, Oil Mat) Width Each Side Total Top Width
3. Grading & Drainage:
   By County County Date of Completion By Contract
4. Bottom Base Course:
   By County County Date of Completion By Contract
   Has base design been given to County? Yes No
   Will it be furnished? Yes No
5. Leveling Course:
   By County County Date of Completion By Contract
6. Binder Course:
   By County County Date of Completion By Contract
7. Traveled Surface & Shoulders:
   By County County Date of Completion By Contract
8. Clearing:
   By County County Date of Completion By Contract
9. Curbs:
   Curbs Required? Yes No
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired?_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream BEAR CREEK

2. Name of bridge LOWRER BEAR CREEK

3. Dimensions of existing bridge. Length 80' Roadway Width 16'

4. Type of design and material used in existing bridge. STEEL PONY TRUSS PRESSURE TREATED WOOD STRINGER, CORRUGATED METAL DECK. STANDARD STEEL GUARD RAILS

5. Location (please attach map with location marked):
Section 20 Township 1 NORTH Range 42 EAST W.M.

6. Desired width of proposed bridge 32' Approx. length 80'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired?
Upstream_____ Downstream_____ Width_____ Yes_____ No x

8. Does County wish a particular type of bridge design? Yes x No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) SOLID CONCRETE ABUTTMENTS, CLEAR SPAN CONCRETE DECK
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No x
Explain_____

10. Foundation Testing: By County? Yes_____ No x
By State? Yes x No_____

11. Will County close road during construction? Yes_____ No x

12. Can presently established road be used as detour? Yes_____ No x

13. Must a new detour be constructed? Yes x No_____

14. Will detour be constructed & maintained by County? Yes x No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No x

16. Will County sign project outside work area during construction?
Yes_____ No x

17. Will Contractor sign project outside work area during construction?
Yes x No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes x No_____
Traveled surface: Type Crushed Rock Width 24'
Shoulder surface: Type Crushed Rock Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No x

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes x No_____
By County _____ Contractor x
Right side only? Yes_____ No x
Both sides? Yes x No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No x
Use for detour? Yes_____ No x
Removed by County? Yes_____ No x
Removed by Contractor? Yes x No_____
Salvaged by Contractor for County? Yes_____ No x

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No x
By Contractor? Yes x No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes x No_____ Size 10 Inch
Company CITY OF WALLOWA
b. Sanitary sewer mains: Yes_____ No x Size_____
Company_____
c. Storm sewer: Yes_____ No x Size_____
Company_____
d. Gas mains: Yes_____ No x Size_____
Company_____
e. Power lines: Yes_____ No x Size_____
Company_____
f. Telephone lines: Yes_____ No x Size_____
Company_____
g. Other Utilities: NONE

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No x

25. Does County wish lightpost bases and conduit installed?
Yes_____ No x

26. Does County wish complete job of illumination in project?
Yes_____ No x

27. Is project contingent upon other factors? Yes x No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: MUST BE DONE DURING PERIOD OF LOW WATER AND IN ACCORDANCE WITH GAME COMMISSION REQUIREMENTS.

Remarks re Section II: GENERAL TELEPHONE COMPANY MAY WISH TO ATTACH TELEPHONE CABLE CONDUIT TO BRIDGE.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes x No ____
   By Consultant? Yes ____ No x
   By County? Yes ____ No x
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No x

3. Construction plans and specifications to be prepared:
   By State? Yes x No ____
   By Consultant? Yes ____ No x
   By County? Yes ____ No x

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No x
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes _____ No x (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes x No _____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes _____ No x

5. Should State prepare options? Yes _____ No x

6. Should material source site be included in right-of-way descriptions?
Yes _____ No x

7. Is there any merchantable timber on right-of-way?
Yes _____ No x

8. Will timber be reserved for owner? Yes _____ No x
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No x

10. Is a hearing necessary? Yes _____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No x
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No _____
If yes, give type and name of utility company: GENERAL TELEPHONE COMPANY, PACIFIC POWER & LIGHT CO., CITY OF WALLOWA (WATER)

13. Are utilities on existing right-of-way by permit _____ or by franchise x
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No x
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes _____ No x

16. Name of Railroad _____

8221

17. Number of tracks: Mainline_____ Siding_____ Total NONE

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No X
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

8221

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry X Cinders _____

2. Owner: County X State _____ Private _____ Other _____

3. Location: WALLOWA 3 MILES EAST Section 19 Township 1 NORTH Range 43 E W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow X Select Topping X
   Base Course X Level Course X Mineral Agregates _____
   Location SAME AS ITEM 3 ABOVE
   Miscellaneous Items _____

Remarks re Section V COUNTY WILL ASSIST CONTRACTOR IN SECURING RIP RAP SOURCE, IF REQUIRED.

VI. FINANCIAL DATA

1. Estimated Cost: $ 77,000

2. Available FAS Funds $ 10,000 (match)

3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____

4. Date match money is available NOW

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: AS SOON AS POSSIBLE

Remarks, re Section VI COUNTY HAS POSTED 10 TON LOAD LIMIT ON BRIDGE

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

_____
O.S.H.D. Field Engineer

By _____
County Engineer or Roadmaster

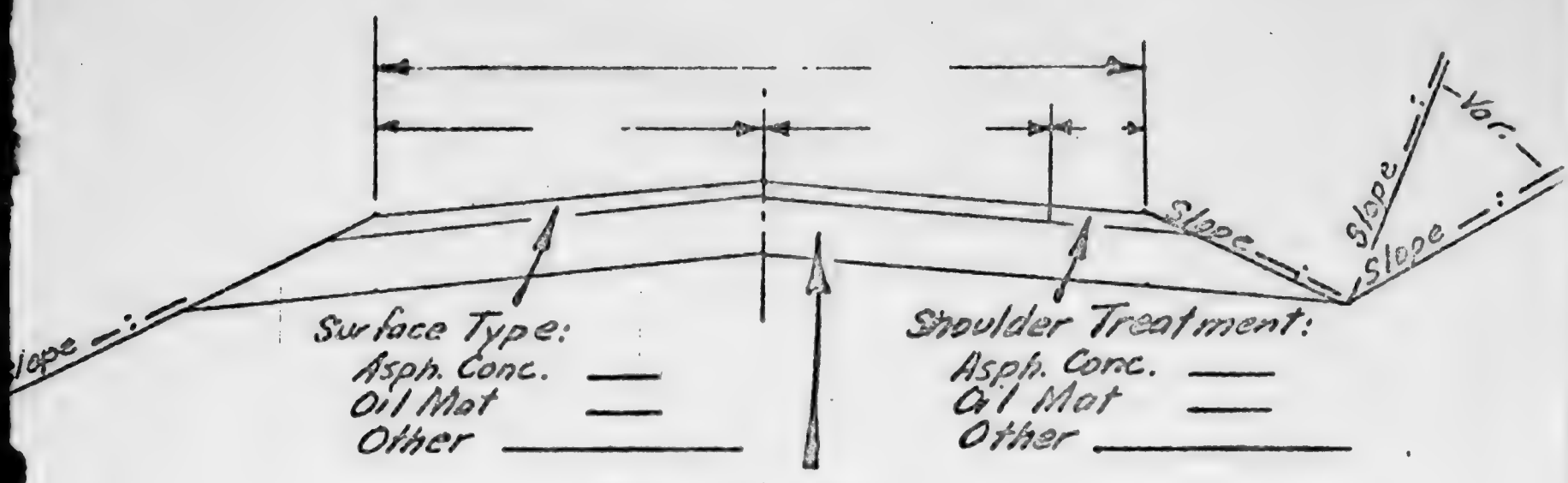
Date _____

County _____

Date _____

8221

TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other _____

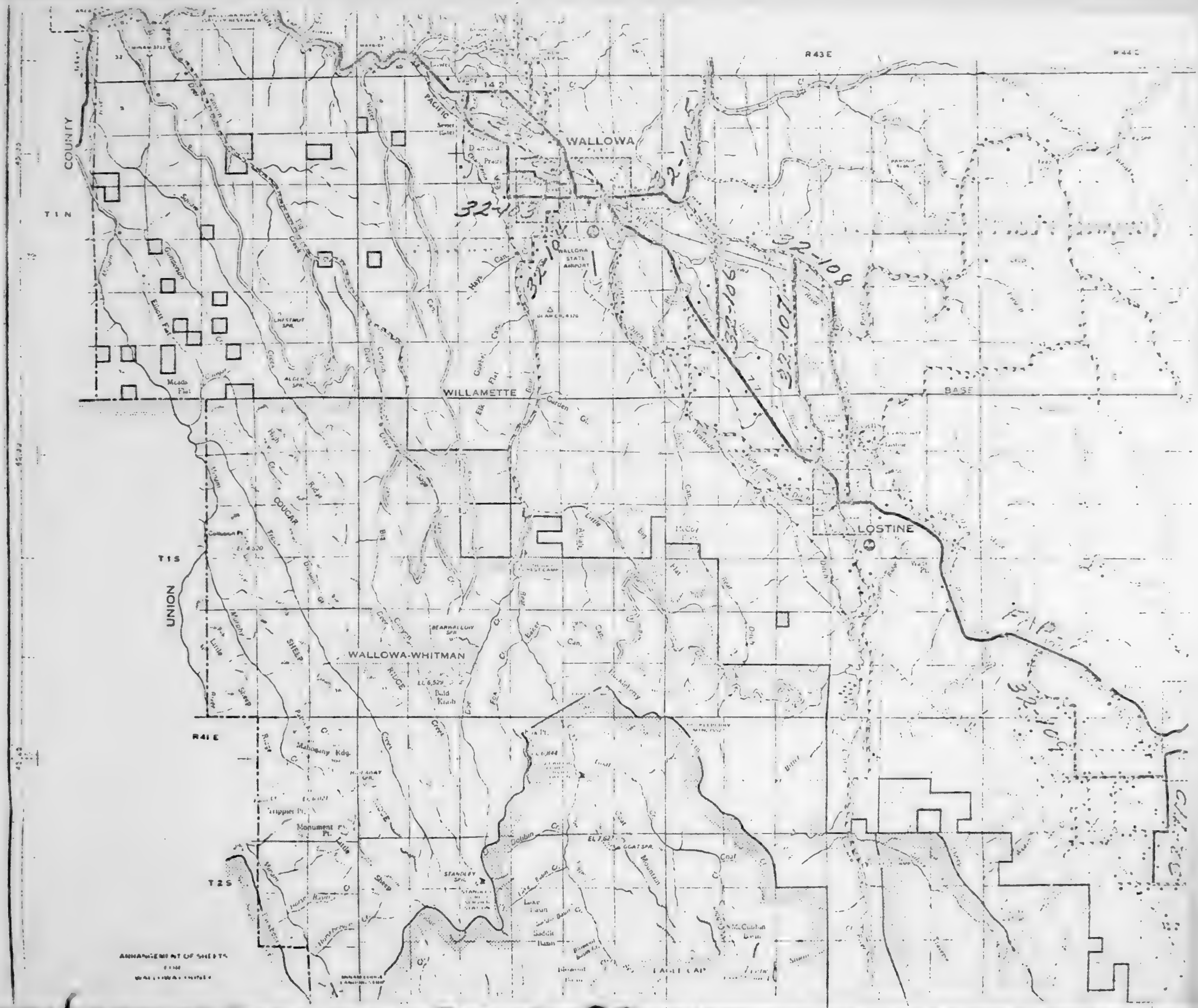
Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other _____

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width _____
Total Width between Curbs _____

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs.
Type "C" ___
Curb & Gutter ___
Other _____


R43E
R44E
WALLOWA
COUNTY
T1N
WILLAMETTE
BASE
LOSTINE
UNION
T1S
R41E
T2S
WALLOWA-WHITMAN
Wallowa State Airport
Elk Flat
Meads Flat
Cougar
Sheep
Ridge
Mahogany Rdg.
Monument Pt.
Stanley Spr.
Bald Knob
Bearwallow Spr.
Goat Spr.
Lake Basin
Eagle Cap
32-4
32-10
32-106
32-107
32-108
32-109

6276

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE January 16, 1975

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Project

Attached is a tabulation describing a proposed Federal Aid Secondary project in Wallowa County.

This project request is to replace the lower Bear Creek Bridge over Bear Creek on FAS 32-104. The FAS funds required for this structure are estimated to be approximately $100,000 ($11,000 of which will be the cost to the State).

This project will be on the agenda for the January 22 meeting and I recommend your approval.

Attachment

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. W. Rulien
L. E. George
V. E. Skoog
J. H. Versteeg
V. D. Wolfe
Don Harwell
W. E. Schwartz
Jack Graham
Gary Sund

HR:scr srb

.8277 Lafayette (7th Street) Sec 1975
. City Street
. (Grading and paving)

CIA 5219 2-19-75

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Lafayette
City Hall
Lafayette, OR 97127
Attention of
Mrs. Blanche Williamson
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1552

Date February 19, 1976

Payer's Order No. (if any)

Highway Div. Order No. (If any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment Project
7th Street extension, Contract No. 8277

Covered by Agreement dated 2/10/75

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		
		As per attached statement		$1,150.00
		Final cost	$22,734.52	
		Agreed State's share	22,734.52	
		Agreed City's share		--
		Balance due City		$1,150.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,150.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

Submitted by:
F. Hildebrandt, Engineer Specialist

Approved:
R. Unrein Urban Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DEPARTMENT

Date February 19, 1976

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1975

Contract # 8277 Prefix 336-1437 Survey Prefix 336-1726

Street 7th Street Extension

City Lafayette

Payments to Contractor (see attached voucher)	$ 21,675.17*
Engineering and Contingencies	1,059.35
Survey: Total $ 3,116.54 Prorated Share	---
TOTAL	22,734.52
Agreed State Share	22,734.52
Agreed City Share	---
City Advance Deposit	$ 1,150.00
Balance Due City	$ 1,150.00

Reference: Outside Billing cc 1552

*includes $5.42 interest

RU

FISCAL YEAR

76

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER

24064

	VOUCHER DATE	TOTAL AMOUNT
Rowell and Wickersham P.O. Box 472 McMinnville, OR 97128	11/18/75	$ 1,088.91

Cont. # 8277	Est. # 3F	Principal	$ 1,083.49
		Interest	5.42

dk

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

BC

CHECKED - Acctg. Control

- Box 77

November 12, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 7, 1975, we wrote to you concerning release of final payment on Contract No. 8277 awarded to Rowell & Wickersham for work on 7th Street in the City of Lafayette in Yamhill County.

Final payment on this contract is $1,083.49 and the final contract amount is $21,669.75. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Rowell & Wickersham
P. O. Box 472
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

Use of Acco

FISCAL YEAR

WARRANT NUMBER

PAYEE

Rowell and Wickersham
P.O. Box 472
McMinnville, OR 97128

VOUCHER DATE	TOTAL AMOUNT
11/6/75	$ 1,083.49

CONTRACT NO.	ESTIMATE NO.
8277	3F

PERIOD COVERED:
to 9/26/75

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.

APPROVED:

DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

E S Hunter
(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, Irvin A Wickersham certify that I am Owner
Partner Wickersham (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

Irvin A Wickersham
(Signature)

FORM 81-734-1020X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 61-734-1020

COUNTY: YAMHILL	CONTRACT NO.: 8277	ESTIMATE NO.: 3	PREFIX NO'S.
HIGHWAY: CITY STREET	FEDERAL AID PROJECT NO.		
SECTION: LAFAYETTE (7TH ST)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE
001	9N TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	300[illegible].0000	100.000	300[illegible]
002	9N TEMPORARY SIGNS	SQ FT	11.5000	116.000	13[illegible]
003	9N FLAGMEN	HOURS	1[illegible].0000	33.500	4[illegible]
004	9N GENERAL EXCAVATION	LUMP SUM	4500.0000	100.000	45[illegible]
005	9N 1"-0 AGGREGATE BASE	CU YDS	1[illegible].0000	555.200	55[illegible]
006	9N CLASS C OR CLASS C MOD ASPHALT CONC	TONS	1[illegible].0000	275.250	52[illegible]
007	9N 12-INCH CULVERT PIPE	LIN FT	[illegible].0000	60.000	54[illegible]
008	9N 30-INCH CULVERT PIPE	LIN FT	1[illegible].0000	55.000	10[illegible]

NAME AND ADDRESS OF CONTRACTOR OR SUBCONTRACTOR

DATE OF CERTIFICATION

GROSS RETAINAGE	
TREASURER DEPOSIT	
- % NET RETAINAGE	
TOTAL CONTRACT ITEMS	
- % RETAINED ON CONTRACT ITEMS	2166.15
FORCE ACCOUNT	

DATE: 11 06 75 PG. 01 8277

PREVIOUS VOUCHER NO.: 21393

CHECKED BY: JP:dk

ENGINEER OR AUDITOR

...ON STATE HIGHWAY DIVISION

...RACT PAYMENT VOUCHER

COUNTY: YAMHILL

CONTRACT NO.: 8277

ESTIMATE NO.: 3

PREFIX NO'S.:

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: LAFAYETTE (7TH ST)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO	PREVIOUS AMOUNT	PRESE...
...TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	300...0000	100.000	30...	...	
...TEMPORARY SIGNS	SQ FT	11.5000	116.000	13...	13...	
...FLAGMEN	HOURS	1...0000	33.500	4...	4...	
...GENERAL EXCAVATION	LUMP SUM	450...0000	100.000	45...	...	
1"-0 AGGREGATE BASE	CU YDS	1...0000	555.200	55...	55...	
CLASS C OR CLASS C MOD ASPHALT CONC	TONS	1...0000	275.250	52...	52...	
...12-INCH CULVERT PIPE	LIN FT	9.0000	60.000	5...	...	
...30-INCH CULVERT PIPE	LIN FT	19.0000	55.000	1...	1...	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

TOTAL CONTRACT ITEMS		2166...75	2166...7...
- % RETAINED ON CONTRACT ITEMS		-	1,083.49
FORCE ACCOUNT			

...96.75 PG. 01 8277

21393

JP:dk

...TOR

2-17-76

LAFAYETTE 7TH ST

1,059.35

	336	1429	921	00						13	63
	336	1429	921	00						10	49
	336	1429	921	00						146	21
			** JOB TOTALS **			**		**		2,838	99 **
7TH STREET (LAFAYETTE)	336	1427	901	00		98	63	2,101	74	2,101	74
	336	1427	946	00		13	14	13	14	13	14
	336	1427	973	00		2	63	4	44	4	44
	336	1427	983	00						1	15
			** JOB TOTALS **			114	**	2,114	54 **	2,119	77 **
SHERIDAN (SHERMAN-YARWELL)	336	1438	910	00						1,000	00
			** JOB TOTALS **			**		**		1,000	00 **
	401	1420	901	00	0					141	11
			** JOB TOTALS **			**		**		141	11 **
	403	1426	901	00	0					9,000	57
	403	1426	901	00	0					500	71
			** JOB TOTALS **			**		**		9,500	28 **
	403	1432	901	00	0					1,000	00
			** JOB TOTALS **			**		**		1,000	00 **
	403	1442	901	00	0					219	84
			** JOB TOTALS **			**		**		219	84 **

TOTAL TO DATE JOB COST SUMMARY — JUNE 1976 — PAGE 483

DESCRIPTION OF JOB OR DEPARTMENT	PROFIT CENTER		FUNCTION	SUB	CURRENT MONTH	YEAR TO DATE	PRIOR YEAR TO DATE	TOTAL TO DATE	
	404	1475	901	00	0			136	45
			** JOB TOTALS **		**	**	**	136	45 **
	404	1476	901	00	0			13,000	00
	404	1476	946	00	0			1,174	54
			** JOB TOTALS **		**	**	**	14,174	54 **
	404	1481	901	00	0			10,436	45
			** JOB TOTALS **		**	**	**	10,436	45 **
	404	1484	901	00	0			666	49
			** JOB TOTALS **		**	**	**	666	49 **
	404	1485	901	00	0			1,206	38
			** JOB TOTALS **		**	**	**	1,206	38 **
	406	1456	946	00	0			1,483	96CR
	406	1456	973	00	0			1,483	96

8277

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Lafayette (7th St.)	WEEK ENDING: October 4 ,1975
		SECTION PREFIX: 336-1726
	HIGHWAY: City Street	COUNTY: Yamhill
NAME OF JOB: Lafayette (7th St.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rowell & Wickersham	CONTRACT NUMBER: 8277	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1975	DATE WORK STARTED: September 3, 1975	ESTIMATED COMPLETION DATE: September 26, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 35	WORK DAYS USED / CALENDAR DAYS USED: 35
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 26,032.72	ENGINEERING AUTHORIZATION: $ 2,273.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 22,736.00	ENGINEERING COST TO DATE: $ 948.87	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,736.00		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 42 %	September 26, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.15	.15			.15
MILES PARTIALLY COMPLETED	.15	.15			.15
MILES COMPLETED	.15	.15			.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	580 Cu.Yds.			280 Tons
TOTAL QUANTITIES CORRECTED TO DATE		555 Cu.Yds.			275 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	555 Cu.Yds.			275 Tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

Work completed 9/26/75.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Sunny	0		Work completed 9/26/75.
MONDAY	Clear, Sunny	0		
TUESDAY	Clear, Sunny	0		
WEDNESDAY	Clear, Sunny	0		
THURSDAY	Cloudy, Fair	0		
FRIDAY	Cloudy, Showers	0		
SATURDAY	Cloudy, Showers	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 7 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the final weekly report for this project as all work has been completed 9/26/75.

SIGNED C.V. Lehman LOCATION 2111 Front St. N.E. Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

SCA-75
Lafayette

Robert W. Straub

August 6, 1975

Mrs. Blanche Williamson
City Recorder
City of Lafayette
City Hall
Lafayette, Oregon 97127

Dear Mrs. Williamson:

We wish to acknowledge receipt of the City of Lafayette's check no. 2071 in the amount of $1,150 as a deposit on the 1975 Special City Allotment project on Seventh Street.

The project was cleared for award on August 6, 1975 to the low bidder Rowell and Wickersham of McMinnville.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

SCA

July 31, 1975

Mrs. Blanche Williamson
City Recorder
City Hall
Lafayette, OR 97127

RE: 1975 Special City Allotment Project
7th Street, Lafayette

Dear Mrs. Williamson:

Bids were received on the subject project July 31, 1975. There were four bidders, with the low bid being submitted by Rowell and Wickersham of McMinnville.

The following data is to substantiate the amount of advance deposit we are requesting from the City:

Contractor's bid	$ 22,736.00
Engineering and contingencies	3,296.72
	$ 26,032.72
Estimated City's portion of preliminary engineering	123.63
	$ 26,156.35
Less Special City Allotment funds	-25,000.00
City's share of costs	$ 1,156.35
REQUIRED ADVANCE DEPOSIT (rounded)	$ 1,150.00

The contract for this project will be awarded upon receipt of the City's advance deposit. Please make your check in the amount of $1,150 payable to the Oregon State Highway Division and FORWARD IT TO County and City Unit, 203 State Highway Building, Salem, Oregon 97310.

Very truly yours,

Richard Unrein
Urban Engineer
County and City Unit

Fl:mm
bc: E. S. Hunter
V. E. Skoog
C. O. Fredrickson, Region 2 Engineer

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

F SHEETS
SCRIPTION
ary & Typical Sections

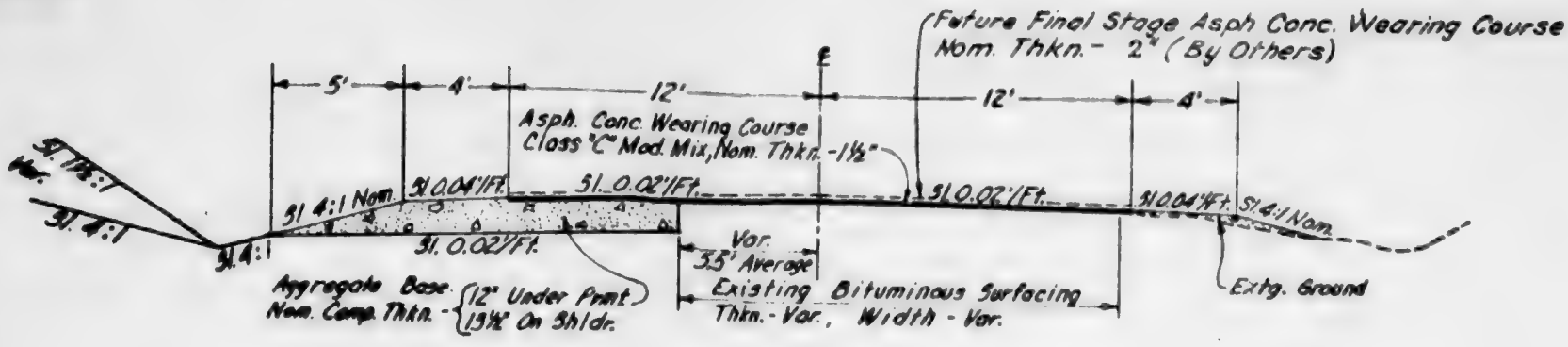
ARY COPY
3 1975
O CHANGE
IGN UNIT

OREGON STATE HIGHWAY DIVISION

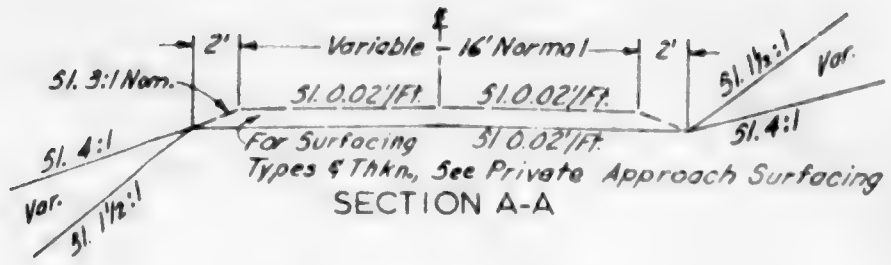
LAFAYETTE (7TH ST.) SECTION
CITY STREET
YAMHILL COUNTY

SHEET No. 1

FED ROAD Div No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON	STATE		See Index



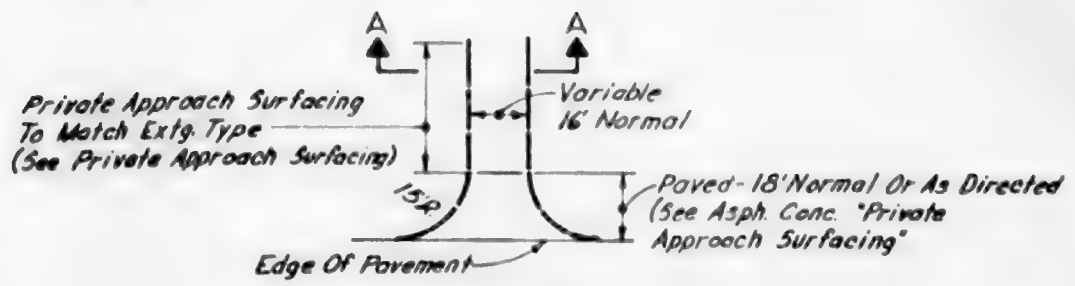
STA. 11+15 To STA. 19+00



SECTION A-A

-1½" Aggregate Base Nom. Comp. Thkn. - 8"

GRAVEL



PLAN

OACH SURFACING

APPROACH

Approved by Council, City of
Lafayette, June 2, 1975
Glenda Williamson
Recorder

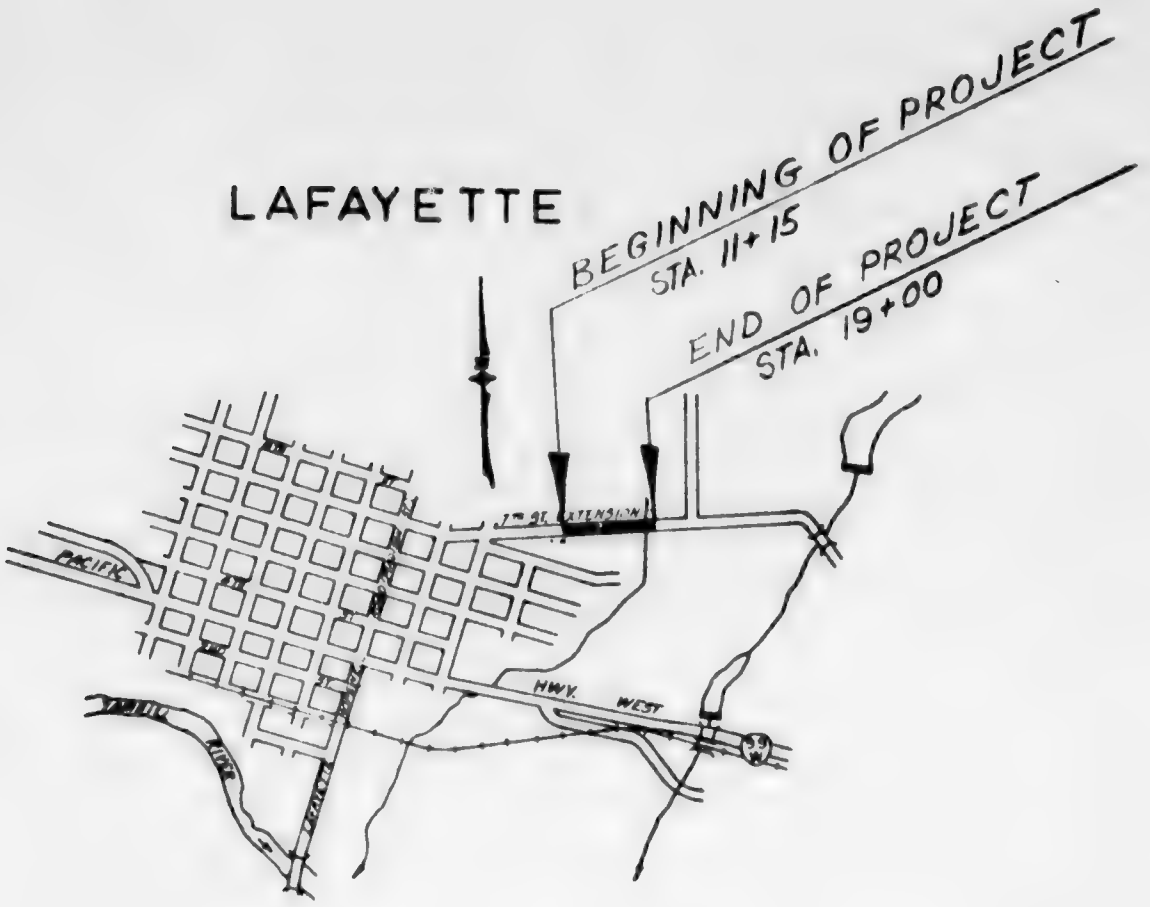
Watson - Piete - Hager

SCA

6-2-75

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Sketch Map, Summary & Typical Sec
2	Plan & Profile

PRELIMINARY COPY
MAY 13 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

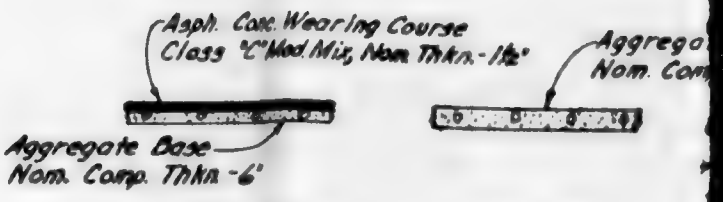


SKETCH MAP

0 200'

Scale in Feet

PRELIMINARY COPY
SUBJECT TO CHANGE



PRIVATE APPROACH SUR

RECEIVED
COUNTY & CITY SECTION
MAY 13 1975
ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
PE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
JUN 5 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RCa

Robert W. Straub

May 15, 1975

Mrs. Blanche Williamson
City Recorder
City Hall
Lafayette, Oregon 97127

Dear Mrs. Williamson:

Enclosed are two sets of preliminary plans for the 1975 Special City Allotment project on Seventh Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 32-foot wide street, as shown on these preliminary plans, is currently estimated to cost $24,500. This amount would be covered by the State's SCA fund.

Recommended changes you suggest should reach this office by June 1, 1975 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

RU

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SCA - 75
Lafayette

Salem, Oregon

April 1, 1975

Mr. Victor D. Wolfe
Location Engineer
B U I L D I N G

Attention: Mr. P. L. Carstensen

for GEZ
Richard Unrein
Urban Engineer
County-City Unit

Survey Data
1975 SCA Project
City of Lafayette

The survey data on the subject project has been reviewed and found to be acceptable.

GEZ:scr

Attachment

ENGR. ASST. OE AE UE
CE RE RPE

SCA
1975
Lafayette

A

7th Street

SECTION: Extension

HIGHWAY: City of Lafayette

COUNTY: Yamhill

"R" Value
Traffic Coefficient (1975-1985 Design Year) 10
6.0-7.0

Crushed Base Equivalent Requirement 21.0"

"NEW WORK"

ACTUAL THICKNESS	CREDIT
2.0" AC (F.A.)	4.0
* 1.5" A.C. (I)	3.0
12.0" AB	12.0
15.5"	19.0

"OVER EXISTING"

2.0" A.C. (FA)
*1.5" A.C. (I) w/extra allowance for leveling

1.0"	Asphaltic Concrete Wearing Surface	=	2.0"	Aggregate Base
1.0"	Asphaltic Concrete Base	=	2.0"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Stone Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base
1.0"	Soil Cement	=	1.5"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

*Modified Class "C" Mix

RECEIVED
COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☑ QE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Lafayette (7th Street)
City Street
Yamhill County
Prefix No. 336-1437

NARRATIVE REPORT

The City of Lafayette made application for Special City Allotment funds on June 4, 1974, for the purpose of improving 7th Street extension for a distance of 1,250 feet. The project as approved covered only 600 feet, as indications were that the existing 20-foot oil surface was so badly broken up that all the sufacing should be replaced, but the City lacked funds to finance anything above the $ 25,000 SCA limit. Approval came on December 18, 1974, from the Oregon Transportation Commission.

An Authority for Survey request was submitted on January 9, 1975, and was approved. It was found that if the existing surfacing were to be removed, the road bed widened, and the whole section to be surfaced with new materials, even the 600-foot length would far exceed $ 25,000 in cost. The existing surface appeared to be in better condition than would warrant complete removal, and contact with City officials revealed that the weakest spots had been dug out and backfilled with asphalt concrete, followed by overlaying some areas with asphalt concrete pavement; this work having been performed subsequent to the City's applying for the SCA project.

The City's Director of Public Works was agreeable to leaving existing surfacing in place, widening beside it, and paving over the whole width. (In the course of this discussion, he and the City Recorder were advised of a fence encroaching on the right-of-way, which would conflict with construction, and the necessity of moving a pole line left of the present centerline).

This proposal would allow extending the project to provide the widened roadbed over the site of a culvert, which was felt to be desirable as a safety feature. The proposal was reviewed on the ground with Gary Zehner of Project Management Section who gave his approval, and Base Design Engineer Clarence Gregg, who suggested the Typical Section used in preparing the estimate.

Consistent with the expressed desires of the Public Works Director, the proposal calls for replacing the existing 24-inch culvert at Sta. 13+03 with a 30-inch culvert. He indicated that a sustained heavy rain works the present culvert at near capacity, and he anticipates future development along the northerly side of the streets which would accelerate runoff and probably would render the existing culvert inadequate.

RECEIVED
COUNTY & CITY SECTION
MAR 28 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

sheet 1 of 1 sheets

Section: 7th St. (Lafayette)

Highway:

County: Yamhill

Prefix: 236-1437

Part

ITEM NO.	SPECIFIC'N. NO.	ITEM DESCRIPTION	UNIT				TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum				All	—	1,500
2	111	Temp. Protection & Direction of Traffic	"				All		500
3	"	Temporary Signs	Sq. Ft.				96	9.50	912
4	"	Flagmen	Hour				80	12.50	1,000
5	202	Removal of Structures & Obstructions	Lump Sum				All		200
6	203	Roadway Excavation	Cu. Yd.				664	4.00	2,656
7	206	Trench Excavation	" "				32	12.00	384
8	213	Water "	M. Gal.				18	5.00	90
9	304	1"-0 Aggregate Base	Cu. Yd.				527	10.50	5,534
10	409	Class C Modified Asphalt Concrete	Ton				220	25.00	5,500
11	601	8-inch Culvert Pipe	Lin Ft.				32	9.00	288
12	"	30-inch Culvert Pipe	" "				54	20.00	1,080
13	611	Extra for Culvert Appurtenances	Each				7	100.00	700
	SUBTOTAL CONTRACT BID ITEMS								20,344
	ADDITIONAL ANTICIPATED ITEMS								
		Engineering + Contingencies (20%)							4,056
		TOTAL							24,400

2971

R

February 19, 1975

City of Lafayette
City Hall
Lafayette, OR 97127

Attention: Blanche A. Williamson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5219

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Seventh Street from approximately 300 feet east of Jackson Street to approximately 900 feet east of Jackson Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
Att.

cc Don Harwell
(agree. att.)

7-24-74

CITY: Lafayette COUNTY: Yamhill

SECTION: 7E St. Extension

$14,024
C2

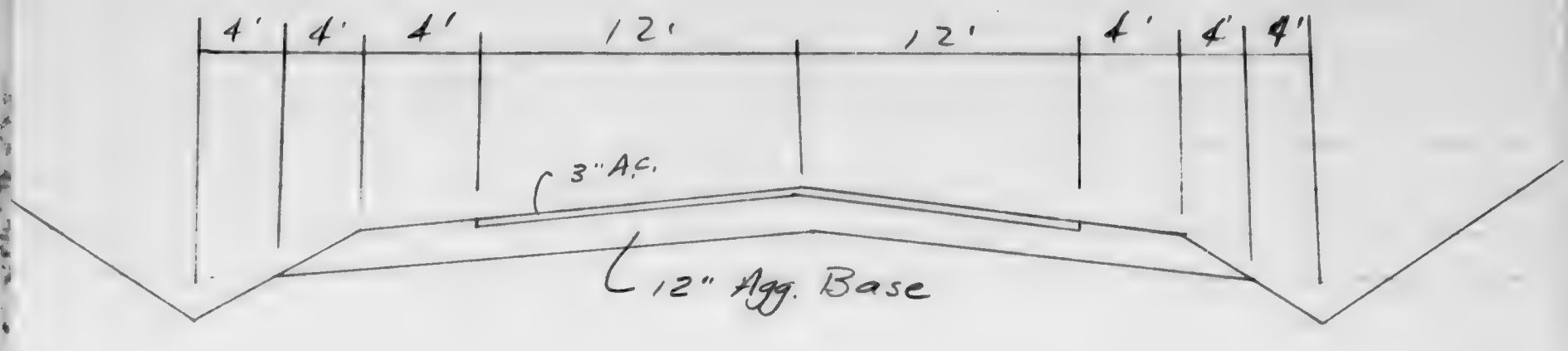
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1,000
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	2450	4.50	11,025
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	—		
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	—		
Base material (1-0) 12" thk	~~c.y.~~ S.Y.	5500	2.60	14,300
Asphalt Class "C" 3" thk	~~ton~~ S.Y.	3400	2.55	8,670
Binder	all	all	L.S.	
Concrete inlets	each	—		
Culvert pipe 24" Conc.	lin. ft.	12	20.00	240
Concrete curbs	c.y.	—		
Extra for AC Dwys	ea	6	100.00	600

*Items include 10% allowance

Total	$35,835
Perm. signing ($100/intersection)	100
Flagging	0
Total	$35,935
Engineering & contingencies (20%)	7,187
Total	$43,122
City's estimated share of survey	1878
TOTAL ESTIMATED COST	$45,000

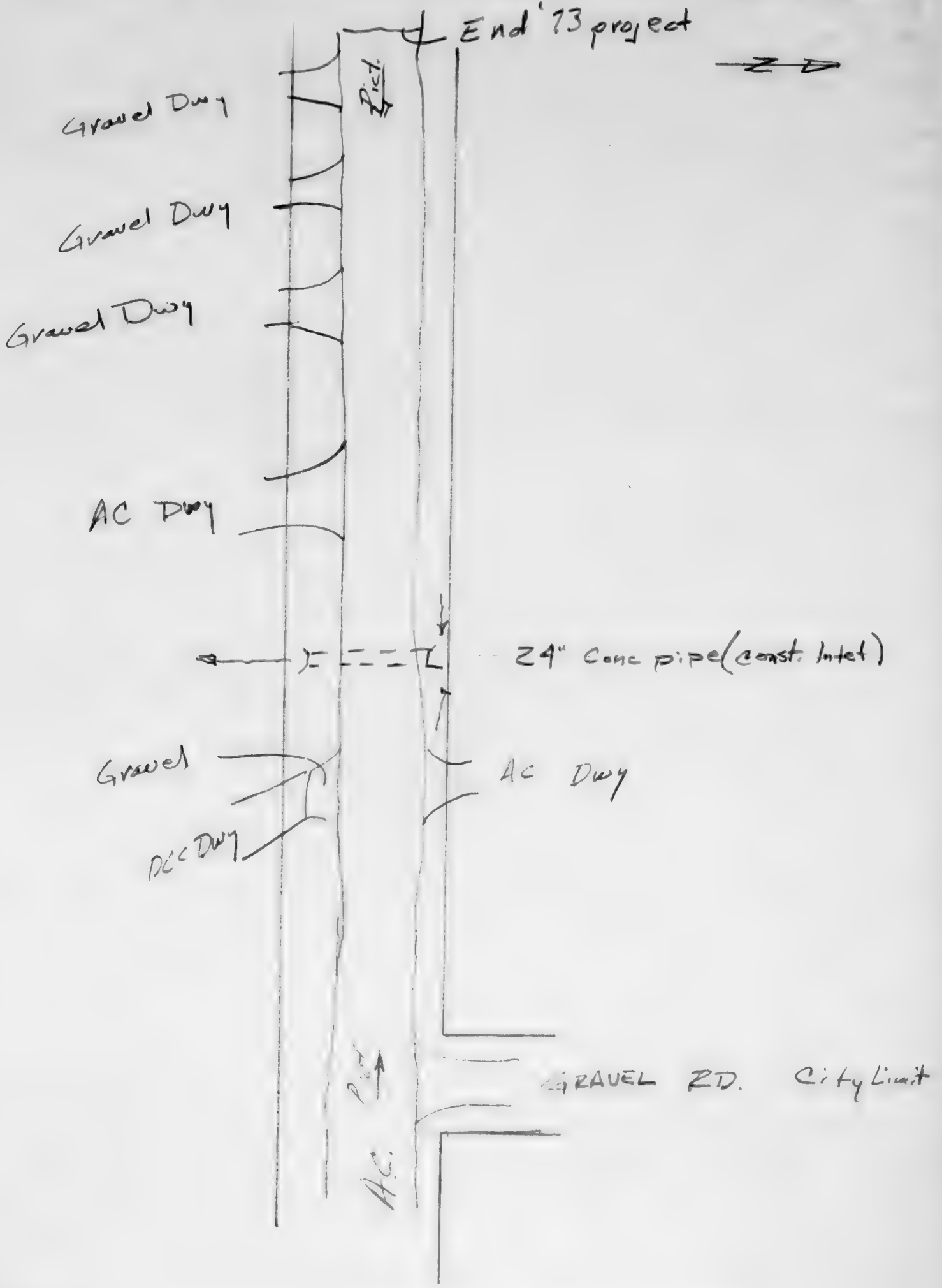
0.12 mile — $25,000

Lafayette (7th St Extension)



General Exc.	$\frac{1' \times 48' \times 1250' \times 1.1}{27} =$	2450	C.Y.
Aggr. Base	$\frac{36' \times 1250' \times 1.1}{9} =$	5500	S.Y.
Asphalt	$\frac{24' \times 1250' \times 1.1}{9} + 50 \times 6 =$	3400	S.Y.

LAFAYETTE (SEVENTH ST.) SEC 7-24-74 JOB



S.C.A. Investigation Data

City of Lafayette Date 7-24-74 Div. 2

Population: 1969 675 1974 1,000

Street 7th St. Extension

No. previous projects 4
Last project 1973 (year)
Total SCA funds $ 76,252.47
Funds/capita $ 76.25
Average/capita $

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: 6 feet
C-C width: — feet, R/W width: 60 feet
Remarks: Existing AC recently patched - looks pretty good
School dist owns land North of 7th Ely from end of 1973 project - No plans to build now

PROPOSED

Surfacing: A.C. 24 Oil ___ Other Gravel shldrs.
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: — feet
BASE DESIGN: A.C. 3 inches, Leveling — inches, Base 12 inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.24 mile, 1250 feet. Type curb: None
Remarks: Recorder & Street super say they want gravel shldrs rather than AC shldrs as on 1973 project

ESTIMATE

Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff.	all	all	$ L.S.	$
	all	all	L.S.	
	c.y.			
,500)	mile			
	c.y.			
	M-gal.			
	c.y.			
	c.y.			
	ton			
	all	all	L.S.	
	each			
	lin. ft.			
	c.y.			

Total $
Perm. signing ($100/intersection)
Flagging

Total $
Engineering & contingencies (20%)

Total $
City's estimated share of survey

TOTAL ESTIMATED COST $

Lafayette (7th St) 7-24-74

Looking W. from E.C.L.

Looking E. from end of 1973 Proj.

S.C.A. Investigation Data

City of Lafayette Date 7-24-74 Div. 2
Population: 1969 675
1974 1000
Street 7th St. Extension

No. previous projects 4
Last project 1973 (year)
Total SCA funds $ 76,252.17
Funds/capita $ 76.25
Average/capita $

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: 0 feet
C-C width: — feet, R/W width: 60 feet
Remarks: Existing AC recently patched - looks pretty good
School dist owns land North of 7th Ely from end of
1973 project - No plans to build now

PROPOSED

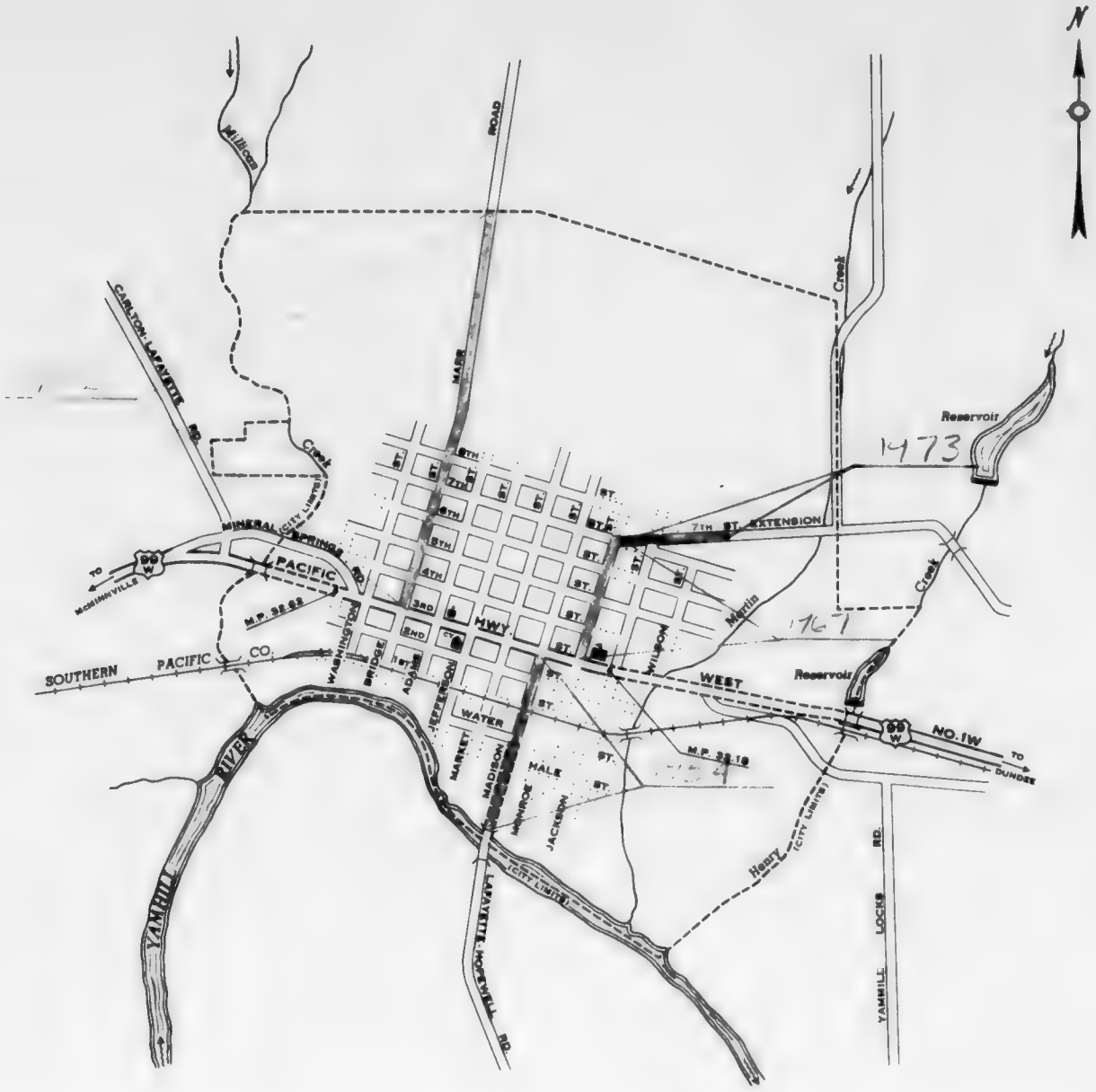
Surfacing: A.C. 24 Oil ___ Other Gravel shldrs.
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: ___ feet
BASE DESIGN: A.C. 3 inches, Leveling — inches, Base 12 inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.24 mile, 1250 feet. Type curb: None
Remarks: Recorder & Street super say they want gravel
shldrs rather than AC shldrs as on 1973 project

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

Lafayette (7th) St. 7-24-74

Looking E. from end of 1973 Imp.

Total $
Perm. signing ($100/intersection)
Flagging
Total $
Engineering & contingencies (20%)
Total $
City's estimated share of survey
TOTAL ESTIMATED COST $



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - cr – Court House
  - a – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

LAFAYETTE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 553

Scale in Feet

January 1, 1961

15

use

SCA

PROJECT DATA, CITY OF Lafayette Date June 4, 1974

To be financed by Special City Allotment Fund and necessary city funds.

Street name 7th Street Extension
(Locate project on attached map.)

Project length 1250 ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: 22 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: No Curb feet

Remarks _____

Surface now in place: Oil Seal Coat Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: No Intersection

Are intersecting streets curbed? Yes ___ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: _____

RECEIVED
COUNTY & CITY SECTION
JUN 13 1974
ENGR. COOR. CE AE UE
UPE CE RE RPE

No Sidewalks

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No___

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks No Sidewalks

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes___ No X

(Show location on city map.)

SANITARY SEWERS -

Now in place? Yes___ No X (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: _____feet

Remarks No Sanitary Sewers

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 30 inches feet

Remarks _____

_____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No X

Portland cement? Yes ___ No X

How many? 7

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks Replace Gravel Driveways

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Portland General Electric
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No X

Which company? _____

Railroad tracks? Yes ___ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

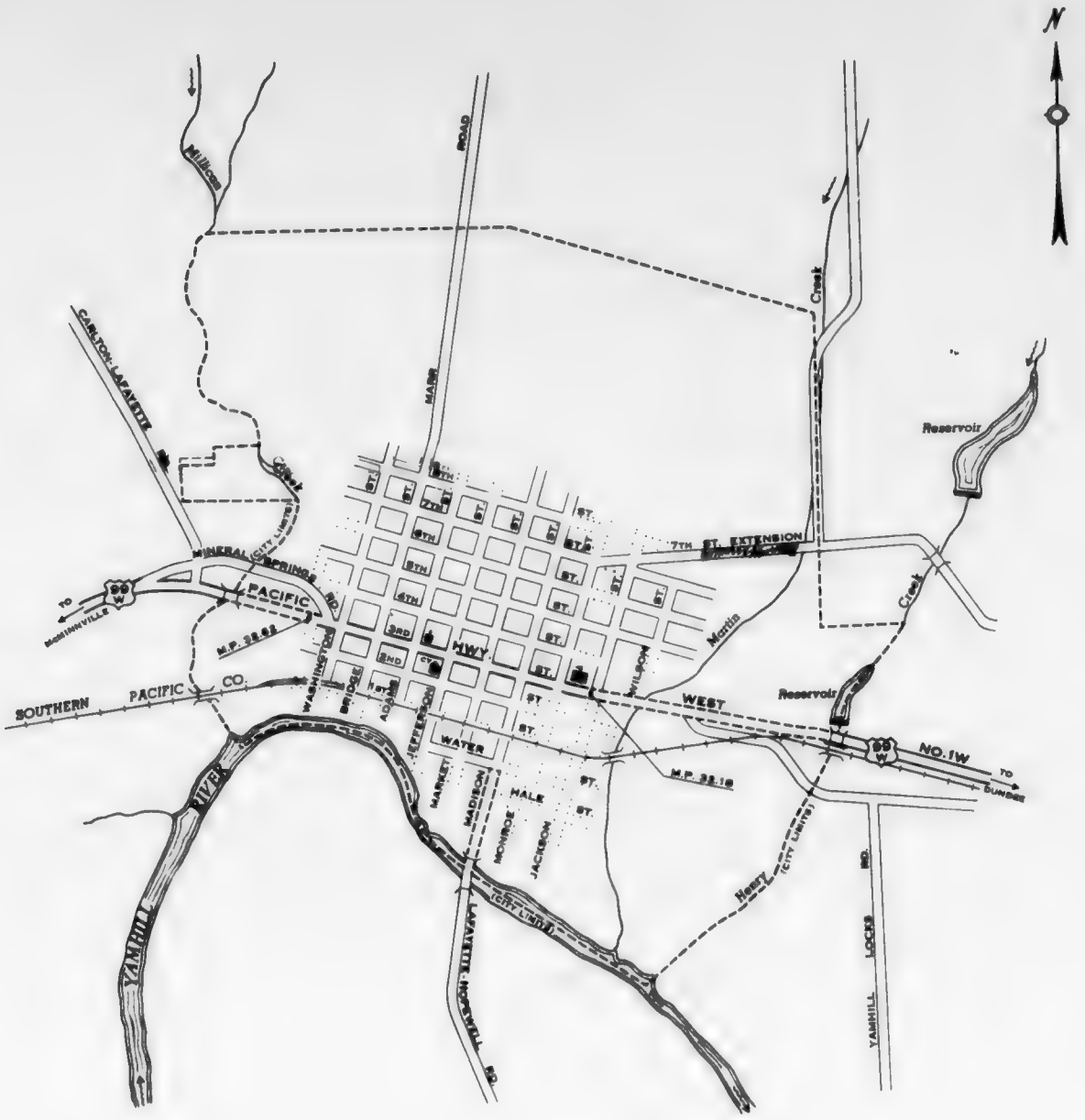
Have a location

General remarks: _____

By Edwin Waitzer
Mayor

By Blanche A. Williamson
City Recorder or City Manager

By _____
City Engineer



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - cr – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

LAFAYETTE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 583

Scale in Feet

0 500

January 1, 1961

R E S O L U T I O N 74-5

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of LAFAYETTE is an incorporated city of the State of Oregon and has a population of 1000 as given by the latest official census; and

WHEREAS, the following streets of said city, STARTING AT APPROXIMATELY 650 ft. EAST OF MONROE ST. on 7th STREET EXSTENSION AT THE POINT WHERE THE 1973 PROJECT ENDED. MOST OF THE TRAFFIC ON THIS STREET IS FROM THE OUTLYING AREAS WHICH CONTINUES TO GROW.

RECEIVED
COUNTY & CITY SECTION
APR 25 1974
ENGR. COOR. UE
UPE CE AE UE
RE RPE

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Rev.)

4. That the City of LAFAYETTE does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate C.C.PROVINCE as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of APRIL, 1974.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of LAFAYETTE at a regular or special meeting of said Council, held on the 1st day of APRIL, 1974, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 1st day of APRIL, 1974.

Blanche A. Killingsworth
City Recorder

(cc-50, 1959 Rev.)

8278 Barnett Rd. U'Xing Sec. of Pacific Hwy. in Medford (Grading, paving & structure) 1975

8278

8

August 25, 1977

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8278 awarded to Ross Bros. Construction, Inc., for work on the Barnett Road Undercrossing Section of the Pacific Highway in Jackson County was completed on November 24, 1976, and accepted by the State Highway Engineer on August 22, 1977.

Final payment in the amount of $5,391.01 will be released to the contractor after August 30, 1977. The total contract amount is $790,476.17 including $20,783.35 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

278

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Barnett Rd U'Xing	WEEK ENDING: 26 February 1977	
	SECTION PREFIX: 615-1066-900	
HIGHWAY: Pacific	COUNTY: Jackson	
NAME OF JOB: Barnett Rd. U'Xing	KIND OF WORK: Grading Paving Signing Structure	
CONTRACTOR: Ross Bros. Construction Inc.	CONTRACT NUMBER: 8278	FEDERAL AID PROJECT NUMBER: I-5-1(87)28
DATE OF CONTRACT: August 9, 1975	DATE WORK STARTED: September 23,1975	ESTIMATED COMPLETION DATE: November 24,1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS: work	WORK DAYS USED: work
	SPECIFIED CALENDAR DAYS: 400	CALENDAR DAYS USED: 433
PROJECT AUTHORIZATION: $863,948.95	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 108.25
EXCLUSIVE OF ENGINEERING: $795,441.90	ENGINEERING AUTHORIZATION: $68,506.97	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $798,776.03	This week: 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
	ENGINEERING COST TO DATE: $85,690.00	
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.7 %	PERCENT OF AUTHORIZATION: 125 %	DATE PROJECT WAS COMPLETED: November 24, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	NO ACTIVITY ON PROJECT ALL WEEK
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete pending final documentation.

SIGNED Keith Martin LOCATION Grants Pass

Keith L, Martin Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F218

278

15

January 3, 1977

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8278 for work on the Barnett Road Undercrossing on the Pacific Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 33 days is granted to delete all liquidated damages.

This is mainly due to Extra Work Order No. 8 for signal work.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

FR/ja

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 29, 1976

FILE: CON 5 #8278

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Barnett Road U-Xing
Contract No. 8278
Request for Time Extension

Ross Bros. Construction requests a 33-day extension in this contract time because of extra work orders added. Four-hundred (400) calendar days were allowed for this project which covered widening an existing structure over the I-5 freeway, related road work on the adjacent ramps, signing and illumination.

There are ten extra work orders and eleven price agreements on the project, most significant of which is E.W.O. 8 in the amount of $6,600 which was approved in September of this year when the regular contract time was about 90 percent gone. The 400 days allowed expired October 22 with the project over 98 percent completed and the E.W.O. 8 work the major work remaining. It covered the installation of two new pedestrian signal heads and signing on existing poles compatible with new sidewalks which were built under the contract. It took some time to secure the materials to do this work. The project was considered completed on November 24 with 33 days liquidated damages assessed at $150 per day.

The requested extension is clearly justified because of the late added work and can be granted on a participating basis under delegated authority from FHWA. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8278 Contractor Ross Bros. Construction, Inc.

Highway Pacific

Section Barnett Road U-Xing

Kind of Work Grade, Pave, Structure & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 33-day time extension of contract time due to extra work orders added. (Mainly E.W.O. No. 8 signal work).

Recommended for Approval:

L. X. Wilson
Regional Engineer

Kenneth L. Bone
for Construction Engineer or ~~Bridge Engineer~~

E. J. Hunter
Deputy State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*67865-734

E-220 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 6, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 433 days, within which to complete our Contract No. 8278, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to additional time and labor necessary to comply with
EWO's No. 1 thru 10 as per Section 108.09 (d) and 104.04
of Standard Specifications for Highway Construction.

Respectfully submitted,

ROSS BROS CONSTRUCTION, INC.
Contractor

By R. E. Ross

CONSENT OF SURETY

Date December 6, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Frances Bradley Attorney-in-Fact (SEAL)

Leslie E. Davis
Resident Agent

8278

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -5-1(87)28

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM NO.:

ITEM NO.: I-833

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administration
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6/30/75	11/26/76	Interstate 5	Primary 1

RECEIVED
~~STATE HWY ENGR~~
DEC 21 '76
REFER TO
Quilici
FOR
Info | Invest. | R/D | D/R | Sign | Art | File

GENERAL LOCATION:
"Barnett Road Undercrossing"

GENERAL DESCRIPTION OF WORK:
Furnish and install loop amplifiers

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-29-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $625 - Federal Funds $575.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/15/76	D. K. Swanson	for Division Administrato

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-197
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11 10 76

Form Approved; O M B No. 04-R2089

State: Oregon

County: Jackson

Project Number: I-5-1 (87) 28

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 835,657	$ 896,126
Federal funds	$ 771,144	$ 826,900
Other revisions		

This modification is made for the following reasons:

To include increases in bid quantities and approved additional items. No change in previous 100% funding under PL94-30 of $64,513.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of November, 19 76.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form PR-2A (Rev. 10-75)

Previous editions are obsolete

68717

d Project
(87) 28

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Oregon State Highway Division
Salem, Oregon, November 5, 1976

Federal-aid Project
No. I-5-1 (87) 28

BARNETT ROAD U'XING
PACIFIC HIGHWAY IN JACKSON COUNTY

Revised Project Agreemetn Estimate.

Type code X 731
Barnett Road U'Xing (Br. No. 8676) (Sta 864+38.32)

Subtotal on previous estimate of September 2, 1975			$	759,688.50
Previous estimate				
Roadway				
Temporary Signs	380 Sq. ft.	8.00		3,040.00
Embankment In Place	4,072 cu. yd.=	4.50		18,324.00
Furnishing and Placing Topsoil	866 cu. yd.	5.00		4,330.00
Class "C" Asphalt Concrete	610 ton	35.00		21,350.00
			$	47,044.00

Revised Estimate

Temporary Signs	984.5 Sq. ft.	8.00	$	7,876.00
Embankment In Place	5,500 cu. yd.	4.50		24,750.00
Furnishing and Placing Topsoil	1,795 cu. yd.	5.00		8,975.00
Class "C" Asphalt concrete	780 ton	35.00		27,300.00
EWO 3 Relocate Luminaire Poles	All Required			3,417.59
EWO 6 Construct Slope Paving Curbes	" "			3,697.25
EWO 7 Adjust Irrigation System	All Required			1,296.87
EWO 8 Signal Revisions	" "			6,600.00
			$	83,912.71
		Increase		36,868.71
		Subtotal		796,557.21
		Engineering		99,568.79
		Total	$	896,126.00

Length of Project 0.0 miles

Federal Funds		826,900.00
State Funds		69,226.00
Total	$	896,126.00

Group 1 - 100%
Contract No. 8278
Prefix 615-1066

8278

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 5-163	5-12-76	State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Jackson
MODIFICATION NUMBER: 1	STATE COPY	Project Number: I-5-1(87)28

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 835,657	$ 835,657
Federal funds	$ 771,144	$ 835,657
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed Sept. 8, , 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 64,513 ."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of May , 19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C. L. Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. W. Conde
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O.M.B. No. 04-R2089 STATE: OREGON COUNTY: JACKSON PROJECT NO.: I-5-1(87)28

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Barnett Road U'xing (Medford)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	7-24-75	0.00

FUNDS — Pro-rate 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 835,657	$ 771,144

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright for G. L. Green *(Division Engineer)*

Date executed by Division Engineer SEP

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

General Files

Oregon State Highway Division
Salem, Oregon, September 2, 1975

Federal-aid Project
No. I-5-1(87)28

BARNETT ROAD U'XING
PACIFIC HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code X731
Barnett Road U'xing (Br. No. 8676)(Sta. 864+38.32)

Alterations to Existing Structure	All Required		$ 15,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Structure Excavation	700 cu.yd.	15.00	10,500.00
Structure Excavation Below Elevations Shown	70 cu.yd.	20.00	1,400.00
Furnish HP 10x42 Steel Piling	960 lin.ft.	9.00	8,640.00
Drive Steel Piles	24 only	350.00	8,400.00
Splice Steel Piles	5 only	100.00	500.00
Structural Concrete, Class 3300 (325 cu.yd.)	All Required		55,250.00
Structural Concrete, Class 4000 (260 cu.yd.)	All Required		41,600.00
Reinforcement (122,800 lb.)	All Required		34,500.00
Structural Steel (362,000 lb.)	All Required		276,349.00
Preparation of Slopes	430 sq.yd.	10.00	4,300.00
Concrete Slope Paving	430 sq.yd.	15.00	6,450.00
8-inch Culvert Pipe	120 lin.ft.	8.00	960.00
Roadway			
Mobilization	All Required		30,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	380 sq.ft.	8.00	3,040.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	550 lin.ft.	4.50	2,475.00
Temporary Bridge Rail	600 lin.ft.	8.00	4,800.00
Temporary Concrete Barrier	500 lin.ft.	12.00	6,000.00
Flagmen	1,050 hour	14.00	14,700.00
Clearing and Grubbing	All Required		4,000.00
Removal of Structures and Obstructions	All Required		3,000.00
Embankment in Place	4,072 cu.yd.	4.50	18,324.00
Trench Excavation	116 cu.yd.	10.50	1,218.00
Furnishing and Placing Topsoil	866 cu.yd.	5.00	4,330.00

Watering	110	M-gal.	10.00	1,100.00
1" - 0 Aggregate Base	1,930	cu.yd.	7.50	14,475.00
Class "C" Asphalt Concrete	610	tons	35.00	21,350.00
12-inch Sewer Pipe	91	lin.ft.	15.00	1,365.00
24-inch Sewer Pipe	135	lin.ft.	28.00	3,780.00
Concrete Manholes	1	only	1000.00	1,000.00
Concrete Inlets, Type CG-1	3	only	425.00	1,275.00
8-inch Drain Pipe	135	lin.ft.	7.50	1,012.50
Special Filter Material in Drains	18	cu.yd.	20.00	360.00
Guard Rail, Type 2A	963	lin.ft.	9.00	8,667.00
Guard Rail, Type 3	200	lin.ft.	20.00	4,000.00
Guard Rail Anchors, Type 1	6	only	325.00	1,950.00
Guard Rail Anchors, Type 2	1	only	350.00	350.00
Rail End Pieces, Type A	2	only	50.00	100.00
Rail End Pieces, Type C	6	only	150.00	900.00
Extra Posts with Blocks	24	only	35.00	840.00
Extra Rail Elements	150	lin.ft.	6.00	900.00
Special Rail End Pieces	1	only	200.00	200.00
Concrete Walks	1,000	sq.yd.	12.00	12,000.00
Concrete Curbs	41	cu.yd.	90.00	3,690.00
Paved Culvert End Slopes	61	sq.ft.	8.00	488.00
Roadside Seeding and Mulching	1	acre	750.00	750.00
Furnishing and Planting Shrubs	1,015	only	9.00	9,135.00
Bark Mulch	23	unit	70.00	1,610.00
Soil Conditioner	170	cu.yd.	9.00	1,530.00
Irrigation System	All	Required		5,000.00

Signing

Removal of Existing Sign Installations	All	Required		2,500.00
Painted Wood Sign Posts	All	Required		350.00
Sign Support Footings	All	Required		12,000.00
Breakaway Sign Posts	All	Required		1,500.00
Offset Single Sign Supports	All	Required		1,000.00
Cantilever Sign Structure, Sta. 45+00 Lt.	All	Required		8,000.00
Cantilever Sign Structure, Sta. 46+40 Rt.	All	Required		11,000.00
Cantilever Sign Structure, Sta. 54+20 Lt.	All	Required		13,000.00
Cantilever Sign Structure, Sta. 54+50 Rt.	All	Required		8,000.00
Type "A" Signs in Place	640	sq.ft.	12.00	7,680.00
Type "C" Signs in Place	3	sq.ft.	20.00	60.00
Type "H" Signs in Place	9	sq.ft.	15.00	135.00
Sign Illumination Equipment	All	Required		10,800.00
Thermoplastic Pavement Arrows	4	only	200.00	800.00

Illumination			
Pole Foundation		All Required	500.00
Relocate Existing Light Pole		All Required	550.00
			$756,438.50
Anticipated Items			
Permanent Striping		All Required	150.00
Temporary Erosion Control		All Required	1,500.00
On-the-Job Trainees (2@ $800)		All Required	1,600.00
			$ 3,250.00
		Subtotal	759,688.50
	10%	Engineering	75,968.50
		Total	$835,657.00

Length of Project - - - - - - - - 0.00 Miles

Federal Funds -	$771,144.00
State Funds -	64,513.00
Total	$835,657.00

Group 1 - 100%

Contract No. 8278

Prefix No. 615-1066

1-5

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

P.O. Box 306
Grants Pass, Oregon 97526

February 5, 1976

Pacemaker Industries, Inc.
P.O. Box 527 - Parkwater Station
Spokane, Washington 99211

ATTN: MIKE TISSUE

Re: Barnett Road U-Xing
Pacific Highway
Jackson County
Contract #8278

Gentlemen:

I have checked with the Sign Design Section in Salem regarding your inquiry of February 3, 1976. They have given me the following information:

1. The cardinal direction you referred to on all signs with an interstate shield is to be located even with the top of the shield.

2. The dimensions you referred to as being centered on the shield are the dimensions of the numeral that is located on the shield, and is not the location of the cardinal direction.

I hope this has answered your questions to your satisfaction.

Sincerely,

Keith L. Martin

KEITH L. MARTIN
Resident Engineer

KLM:ml
cc: Region Engr.
Const. Engr.
W.G. Beard, Sign Design
Ross Bros. Construction.
file (2)

REFERRED TO
Beard WGB Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Olson
Torpin
Anderson
Trout

RECEIVED
FEB 9 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Barnett Road U'xing
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

TELEPHONE (509) 928-3456
EAST 7203 NORA AVENUE
P. O. BOX 527 — PARKWATER STATION
SPOKANE, WASHINGTON 99211
Manufacturers and Distributors of Traffic Signs and Supplies

2/3/76

Keith Martin
Resident Engineer
P.O.Box 306
Grants Pass, Oregon 97526

Mr. Martin,

On sheet 2C of permanent signing for Barnett Rd. U'Xing Sec. I-5-1(87) 28 all signs with an interstate shield and a cardinal direction show in the drawings that the cardinal direction should be located at the top of the shield. The dimensions show that they should be centered on the shield. Which way would you prefer.

Thank You,

Mike Tissue

RECEIVED
FEB 6 1976

W.G. Board, Design Supv.

8278

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
December 18, 1975

FROM: J. K. WILSON
Regional Construction Engineer

TO: Don Stoudenmeyer
Road Design, Salem

SUBJECT: Preliminary Striping Plan
Barnett Road U'Xing Section
Pacific Highway
Jackson County

Attached is a copy of the subject plans which has been reviewed by this office.

We have no objection to the plans as proposed, with the exception of the yellow curbs. It is the policy in this region that we do not paint curbs.

KDO/dd
Attachment

Versteeg
A. Olsen
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 22 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
August 14 and 28 Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids were opened August 14 on the following:

1. **Barnett Road Undercrossing Section**
Pacific Highway, Jackson County

Grade, Pave and Structure

Five- to eight-foot sidewalks will be provided.

2. **Modoc Point (Units C and D) Section**
The Dalles-California Highway, Klamath County

Grade, Pave and Rock Fallout Protection

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

Four-foot shoulders will be provided.

3. **Malheur River Bridge Section**
Olds Ferry-Ontario Highway, Malheur County

Grade, Pave and Structure

Same as No. 2. Eight-foot shoulders will be provided.

Bids will be opened August 28 on the following projects:

1. Nelson Point Interchange-Spout Creek Section
Old Oregon Trail Highway, (I-80N), Baker County

Rock Protection Fence Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.

2. Bluff Road-Teneyck Road (Sandy) Section
Mt. Hood Highway, Clackamas County

Grading, Paving and Signals Project

Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.

3. "A" Avenue at 8th Street (Lake Oswego) Section
FAS 680 (City Street), Clackamas County

Signal Modification Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Oswego Creek Bridge Section
FAUS Route 0205, Clackamas County

Grading, Paving and Structure Project

Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.

5. Hubbard Interchange (Southbound O'Xing Structure)
Pacific Highway (I-5), Clackamas County

Paving Project (replacement of bridge deck surface)

Ten-foot shoulders are provided on the structure.

6. Oregon Coast Highway at "U" Street
Seaside, Clatsop County

Traffic Signal Project

No highway work. Class III bike lane exists on US101 in this area.

7. Scappoose (S.E. Second Street) Section
Columbia County

Grading and Paving Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

8. Green Springs Highway Junction-
Walker Avenue (Ashland) Section
Rogue Valley Highway, Jackson County

Illumination Project

Same as No. 3.

9. Front Street-Mill Street (Creswell) Section
Goshen-Divide and Springfield-Creswell Highways
Lane County

Grade, Pave and Signals Project

Asphaltic concrete sidewalk exists. Four-foot shoulders provided.

10. Miller Road-Stemple Creek Section
Siletz Highway, Lincoln County

Grading and Placing Aggregate Project

No surfacing being placed under this contract.

11. 13th Street S.E. at Hines Street S.E. (Salem) Section
FAUS 5051, Marion County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.

12. Rural Avenue-Vista Avenue (Salem) Section
Pacific Highway East, Marion County

Signals Project

Same as No. 11.

13. Memaloose Safety Rest Area-Idaho State Line Section
Columbia River and Old Oregon Trail Highways between M.P. 73 and M.P. 378 (I-80N), Five Counties

Sign Shelters Project

Same as No. 3.

14. Tualatin Valley Highway at S.W. 198th Avenue Section
Tualatin Valley Highway, Washington County

Grading, Paving and Signals Project

Grading and paving incidental to signalization project. Six-foot sidewalks provided.

15. Park Street (Burns) Section
City Street, Malheur County

Grading and Paving Project

Same as No. 7.

16. Saginaw Avenue North (Hines) Section
City Street, Harney County

Grading and Paving Project

Same as No. 7.

17. Siletz River Bridges, Lincoln County

Maintenance Painting

Same as No. 3.

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

RS:mc/DES:jp ja

9218

Yellow File Copy

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 13, 1975

TO Alfred Shirley
Region III Engineer

FROM F.E.T.
Frank E. Terpin
Final Design Engineer

SUBJECT Barnett Road Undercrossing Section
Pacific Highway
Jackson County

Transmitted herewith is the foundation information we have for the subject project.

If you desire additional information or have any questions, please contact Mr. R. W. Ellison, Administration Bridge Engineer.

This transmittal is being made to satisfy the requirements of Special Provisions which state that records of subsurface explorations will be made available for the bidders inspection and evaluation at the office of the Resident Engineer.

FET:jh
Enclosure

cc: R. W. Ellison
C. G. Swenson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 13 1975
ROAD DESIGN SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 21, 1975
Salem, Oregon

FILE: Br. 8676A

FROM: Jack L. Davis
Foundation Engineer

TO: Mr. Hal Versteeg
Design Engineer

SUBJECT:

Foundation Data
Pac. Hwy. Uxing of Barnett Rd.
Rock Point-Ashland Sec.
Pacific Highway
Douglas Co.

Foundation information for this project was obtained from "As Constructed" data for the existing bridge. "As Constructed" Drawings Nos. 16949 to 16958 for the existing bridge are included in the construction plans for the structure widening and show existing footing elevations and original test hole data. No other foundation data or test hole drilling has been obtained for this project.

This project is scheduled to be let August 14, 1975.

JLD/ag

cc A. Shirley
Keith Martin

RECEIVED
JUL 2 1

REFERRED TO
Board
Cole
Eriksen
Hager
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

8078

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
June 27, 1975

FROM: GARY KENNEN
Regional Utility Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Underground Telephone Cable
Barnett Rd. U'Xing
Pacific Highway
Jackson County

Enclosed is a sketch showing a revised location for the underground telephone duct system which may be in conflict with signing for the subject project. This is a major telephone facility and all attempts to avoid conflicts should be made.

GK/cw
Encl.

cc Earl Purdy
Keith Martin

RECEIVED
JUN 30 1975
ROAD

A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Revision On Plans
7/11/75
W.E.C.

OREGON STATE HIGHWAY DIVISION

PLAT MAP

ROCK POINT - ASHLAND SECTION
(BARNETT ROAD UNDERCROSSING)

PACIFIC HIGHWAY I - 5

EARL C. PURDY, RESIDENT ENGINEER

JUNE 1975

DATUM: USGS 1956 A.D.

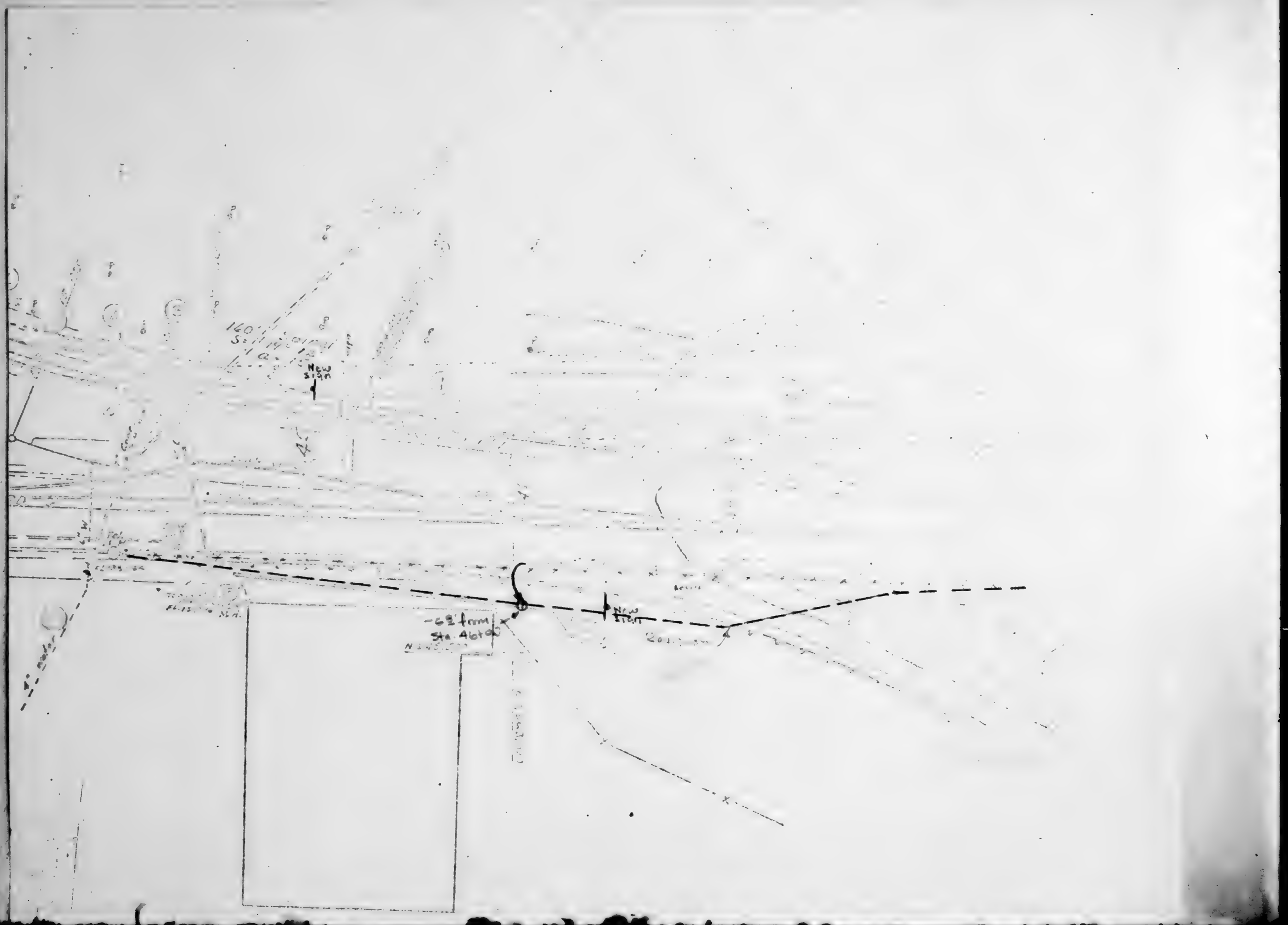
BEARINGS: O.S.E. COORD. SYSTEM SOUTH ZONE

SCALE: 1" = 100'

COORDINATES: OREGON GRID

DRAWN BY LHF

TEL. CABLE REVISION 6/24/75


-68 from
Sta. 46+00

(S = Shrub Sprinkler Head
L = Light

A.C. Mat

Curb Cut

Curb Cut Typ.

10" C.I.

18" Water

250' Spiral
S = 12° 30'

Valley Gutter

Road 2

160' Spiral
S = 20° 00'
L = 20

8278

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

June 12, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans
Barnett Rd. Undercrossing
Pacific Hwy. No. 1

TO: J. H. Versteeg
Road Design Engineer

Attention: Frank E. Terpin
Final Design Engineer

We have reviewed the preliminary plans for the widening of the Barnett Road structure over Interstate 5 in Medford.

It would be desirable to have two-lane approaches to Barnett Road on each of the two freeway exits. If it is possible to include the widening of these ramps to two lanes as a part of this project, we would recommend that this be done. Two-lane approaches would substantially increase the efficiency of the existing traffic signal at Stewart Avenue and the proposed signal at the northbound exit.

TL:rj
cc: Alfred Shirley, Jr.

REFERRED TO

W.E.C.

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____

Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

J.X. Wilson called Terpin w/ same request. Discussed w/ Don - he will add to plans. Signal at N.Bnd exit will not need to be revised. ASH.

1 J
2 T

RECEIVED

8278 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-1(-)18
Barnett Road Uxing - #8676B

DATE: April 10, 1975

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Preliminary plans submitted with Mr. Hart's March 31 letter have been reviewed in this office. We will approve the preliminary plans for the bridge with an 8-foot wide raised sidewalk and no dividing GM barrier on the north side. We assume that the approach walks through the interchange will be compatible.

For G. L. Green

RECEIVED
STATE HWY ENGR
APR 11 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Ap.

...TE...
...L. JOHNS

NOTED
E. S. HUNTER
4-14-75

RECEIVED
APR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

April 7, 1975

Mr. Duane Scroggins
Public Works Director
City Hall
Medford, OR 97501

Dear Mr. Scroggins:

Re: Barnett Road Interchange
I-5 Undercrossing
Jackson County

You have probably heard by now that we have been successful in securing Federal Highway Administration approval for Interstate funding to widen the Barnett Road structure to four lanes. We are proceeding posthaste to design this project and are hopeful that we will be able to let a contract possibly before this summer.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
E. L. Hunter
L. W. Rulien
A. Shirley, Region 3

LWR:ljt dpy

CITY OF MEDFORD
OREGON

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

RECEIVED
STATE HWY ENGR
FEB 12 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 10, 1975

Federal Highway Administration
Washington, D.C.

Gentlemen:

Subject: Barnett Road Interchange - I-5 Undercrossing Structure No. 8676A, Jackson County

NOTED
F. B. KLOOS

It is our understanding that the Department of Transportation has been allocated an additional two billion dollars in the 1975-1976 Budget. It is requested that subject interchange improvement be included high in the priorities for expenditure of the additional funds.

Supporting data demonstrating the need is submitted herewith. The City of Medford, Jackson County and the Oregon State Highway Commission have jointly requested the F.H.W.A. make the improvement.

As developments adjacent to and increasing traffic at the interchange is eminent, prompt action and appropriations for the improvement is requested.

If you need further data, please advise.

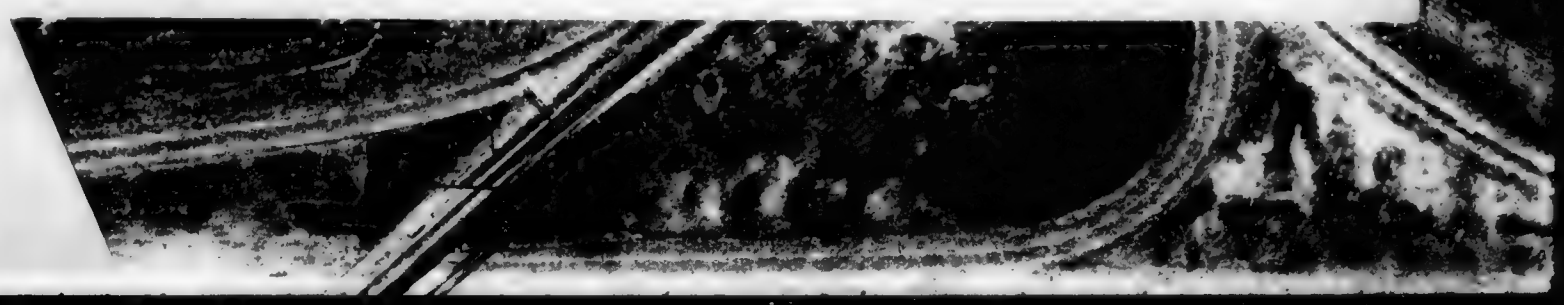
Very truly yours,

Duane Scroggins
Public Works Director

DS:do

Enclosures

cc: Richard Stevens, City Manager
Oregon State Highway Department, Roseburg and Salem
Jackson County Commissioners
Oregon Congressional Delegates



ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Bridge 8676B

March 31, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Widening of Barnett Road Uxing
Bridge 8676B
Pacific Highway, Jackson County

Here are two prints of drawing 30505, the plan and elevation of the subject structure, along with two copies of a sketch showing the proposed roadway. The present ADT for this structure is 17,400.

It is anticipated that the foundation data will indicate the use of foundations similar to the existing bridge; namely, steel pile end bents and spread footing interior bents. The foundation report will be forwarded as soon as it is available.

The City of Medford has requested a pedestrian-bicycle crossing at this location. It will connect the present Bear Creek Bikeway.

The project is scheduled for the June 19, 1975 bid letting. The estimated cost of the widening, made on a square-foot basis and including 40 percent for engineering and contingencies, is $700,000.

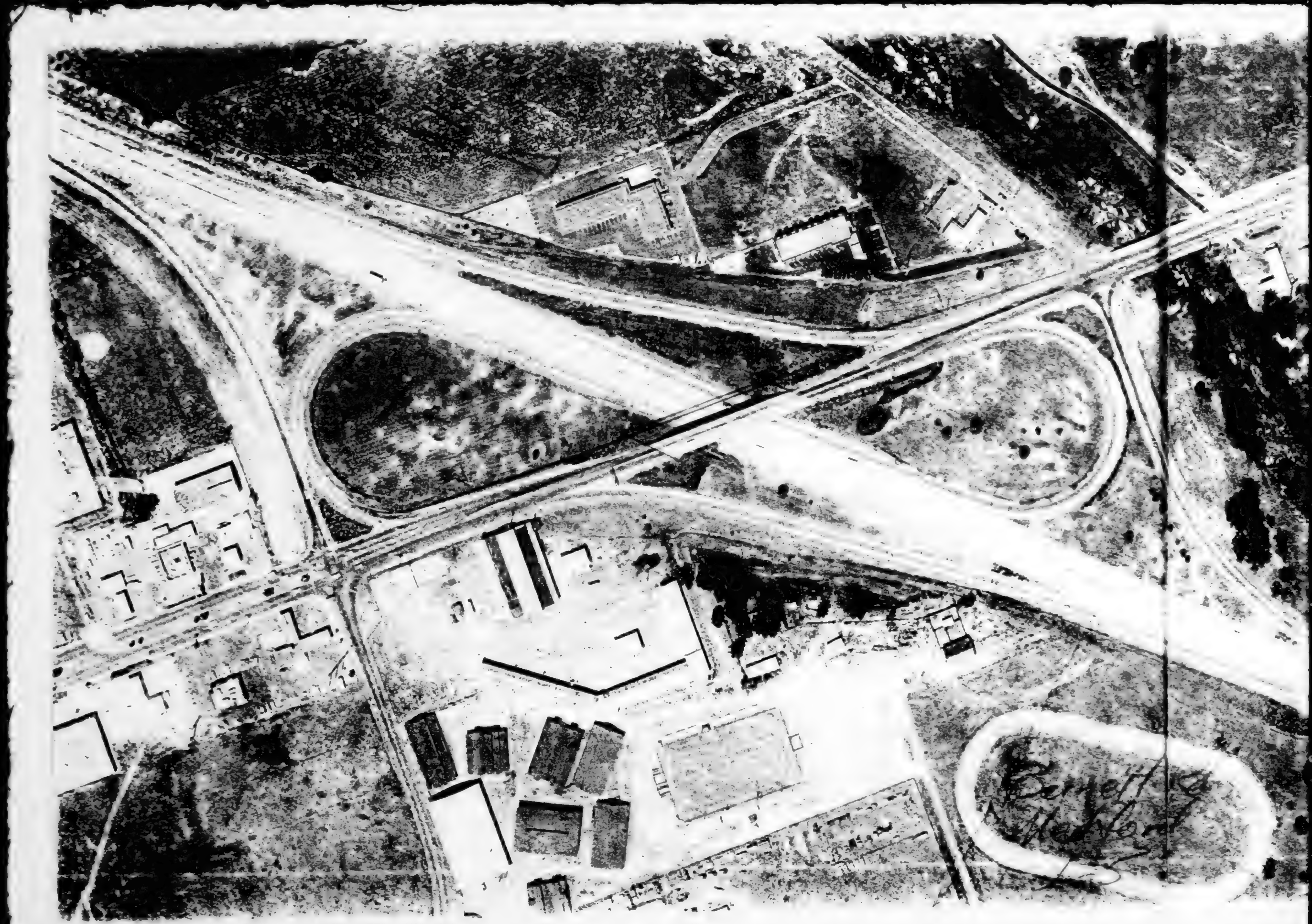
This proposal is being submitted to you at this time for your approval. Please return one print with your approval and/or comments.

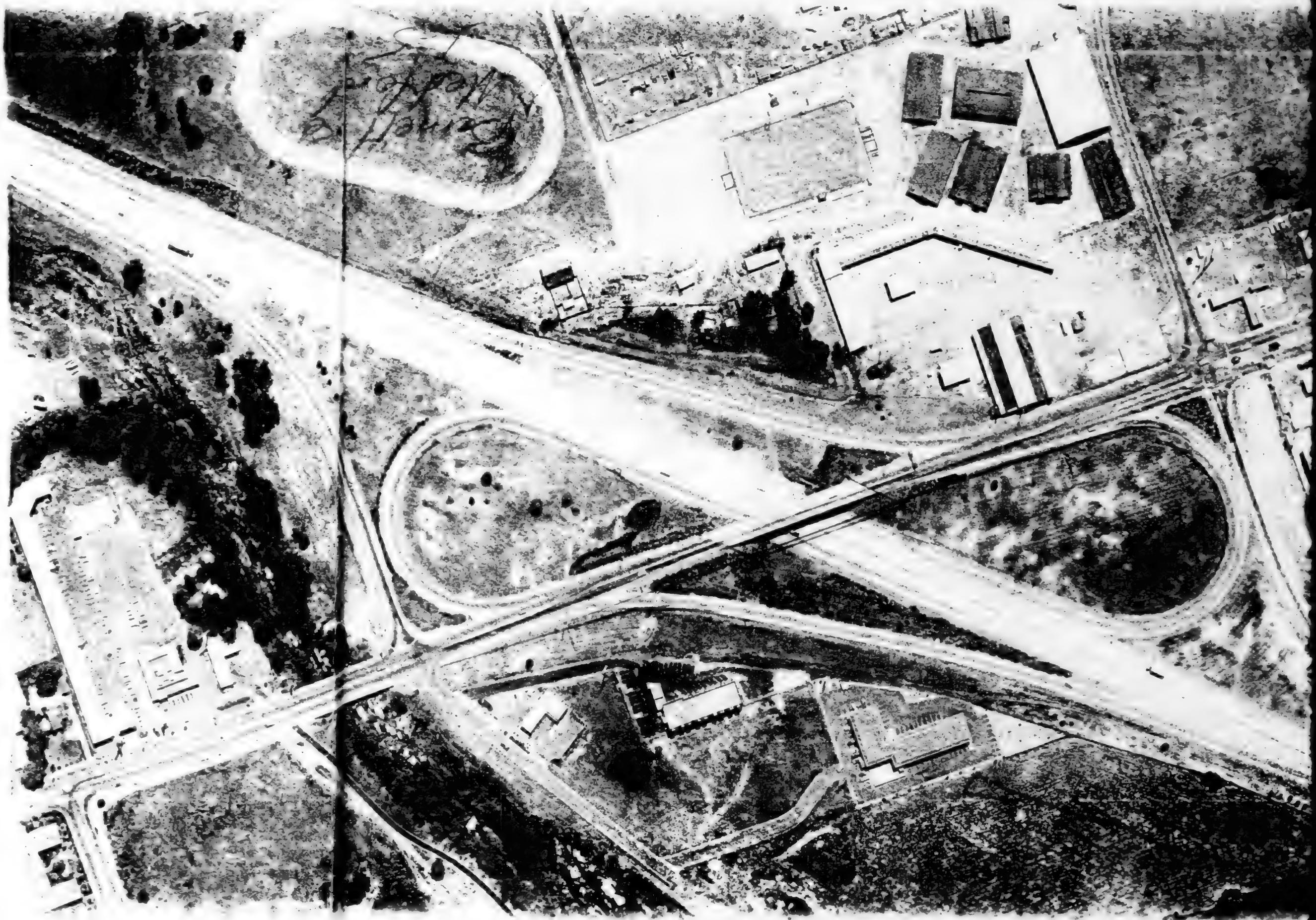
Very truly yours,

Walter J. Hart
Bridge Engineer

PMO:dh
Enclosures
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
Alfred Shirley /w/ 2 encls.

RECEIVED
APR 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER





~~REO 6~~

Robert W. Straub
~~XXXXXXXXX~~

February 27, 1975

TO Mr. O. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Barnett Road Interchange, I-5
Undercrossing No. 8076A
Jackson County

On October 9, 1974 I wrote to you requesting that the subject structure be widened from two to four lanes with Interstate funds. Your letter of November 1, 1974 denied the request. A copy of my earlier letter is attached for your information.

Some additional information should be considered in evaluating the request to use Interstate funds for this proposed work.

When this project was programed on March 7, 1961, as Project I-5-1(30)18, the traffic projects for the Barnett Road structure were forecast from the 104(b)3 study which used a 1956 base volume of traffic to derive the 1975 projected ADT. The ADT at that time was forecast to be 6,950 in 1975 which is greater than the minimum traffic warrants for a four-lane roadway. Therefore, the structure should have been constructed to four lanes at that time. We feel that this error should be corrected and the structure be widened to four lanes using Interstate funds.

Widening the structure will also increase the capacity and improve traffic safety on Barnett Road. As indicated in my October 9 letter, the structure acts as a bottleneck for traffic on Barnett Road, and sometimes impedes a uniform flow of traffic on I-5,

since the interchange ramps become congested. This situation causes an unnecessary hazardous condition on both Barnett Road and on I-5 which can only be alleviated by adding two lanes to the existing structure.

President Ford's work program is attempting to alleviate the unemployment situation in the country, and inclusion of this badly needed widening would have a very definite affect on the economy of the surrounding area with increases in both direct and indirect employment.

Your consideration of these additional reasons and expeditious approval of the construction of this facility using Interstate funds will be appreciated.

Att.

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
Victor D. Wolfe

DES:ljt

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-1(-)18
Barnett Road Interchange
Structure Widening

DATE: March 14, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve widening of Barnett Road Interchange structure from two to four lanes with Interstate funds as requested in Mr. Hunter's February 27, 1975 letter.

My detailed research of this complicated and unusual case reveals the following:

In 1957 a four-lane structure was approved based on traffic projections and the City's commitment to four-lane Barnett Road. Later, apparently at the City's request, plans were approved to add two ramps north of Barnett Road along with reduction of the Barnett Road structure to two lanes. Approval of the two ramps was subsequently withdrawn and the four-lane structure was not reinstated. The City has since widened Barnett Road to four lanes on either side of the interchange.

Note E. S. HUNTER

It now appears that the Barnett Road structure should have been constructed to four lanes as originally approved.

3-19-75 cc Ruben wife

It should be understood this approval is based on the merits of this special case and should not be construed as establishment of a precedent for reconstructing Interstate crossings just because current traffic has exceeded the original projection.

G. L. Green

RECEIVED
MAR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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STATE HWY ENGR
MAR 17 '75
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FOR
Info | Inves | R-D | D-R | Sign | Air | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-1(30)18
Barnett Road Interchange, I-5
Undercrossing Structure #8676A

DATE: November 1, 1974

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's letter of October 9, 1974 clearly exhibits the subject two-lane structure is a bottleneck on Barnett Road.

I agree that from a capacity standpoint, widening of the Barnett Road overcrossing structure is warranted; however, current regulations do not allow the use of Interstate funds for reconstructing overcrossing structures to accommodate cross traffic.

/s/ Gary L. Green

for G. L. Green

NOTED
E. S. HUNTER

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original to Hunter

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REFER TO
FOR

NOTED
A. E. JOHNSON

RECEIVED
NOV 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

October 9, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Barnett Road Interchage— Interstate 5
Undercrossing Structure #8676A
Jackson County

This structure, completed in 1963 under Project I-5-1(30)18, was built to two lanes, conforming to Barnett Road and the Bear Creek bridge. At that time approximately 8,000 ADT was projected on the structure for design year 1975. One of the projects in the 1985 transportation plan (completed in 1967) recommended by the Bear Creek Area Transportation Study (BCATS) was four-laning of the structure. No priority for this improvement was established because it was assumed that future commercial development would occur within the central business district and a major north-south facility just east of Interstate 5 would be necessary. Neither the downtown redevelopment program nor the north-south facility came to pass. It is not likely that the north-south facility will ever be built because of Bear Creek Park and the resulting environmental consequences. It is also doubtful that the traffic problems at the interchange would be alleviated with it in operation.

Interstate 5 is a major north-south arterial for local as well as through traffic. The Barnett Road Interchange is the major access point because of the commercial and residential development in the area east of I-5 served by Barnett Road. In May 1973 the traffic count on the structure was 18,500 ADT (Map A), which exceeds the capacity at Level of Service "C" (16,000) and approaches the capacity at Level of Service "E" (19,500). The heaviest traffic on the Rogue Valley Highway, the only other north-south arterial, was 24,000 ADT north of Barnett Road and

16,500 ADT south. Traffic on the southbound off-ramp (4,000 ADT) was above capacity at Level of Service "C" and barely within capacity at Level of Service "E". A 16-hour manual count was conducted on the structure September 18 and 19, 1974 revealing 17,440 ADT, of which 26.8% were heavy vehicles (as categorized by Traffic Section: panels and pickups, campers and light trucks, two- to six-axle trucks, buses, and passenger cars with trailers).

As a result of the commercial and residential development, Barnett Road was widened to four lanes between Riverside and Stewart Avenues in 1966, with a median for left-turn movements. In 1968 Barnett Road was improved in a like manner between Bear Creek and Murphy Road, with the structure over Bear Creek widened to accommodate the four lanes. The two-lane structure over I-5 is a bottleneck betweenthese improvements, creating an "hourglass" effect, which causes delays in traffic movements. The traffic flow diagram (Map A) indicates that traffic volumes along Barnett Road are such that the two-lane structure restricts the flow, causing the traffic to queue up. Movement of traffic from the ramps onto Barnett Road is affected in that traffic backup on the ramp, in certain instances, interferes with the smooth flow of traffic along I-5.

Since the Barnett Road Interchange is a major access point for locally generated traffic on I-5 as well as for through traffic, and due to the probability that traffic will continue to increase at an anticipated growth rate of approximately 5% per year (1995 projected ADT = 33,500, see Map B), it is apparent that improvement of the structure to provide four lanes is urgently needed. The growth can be attributed largely to I-5, with its convenient access at Barnett Road.

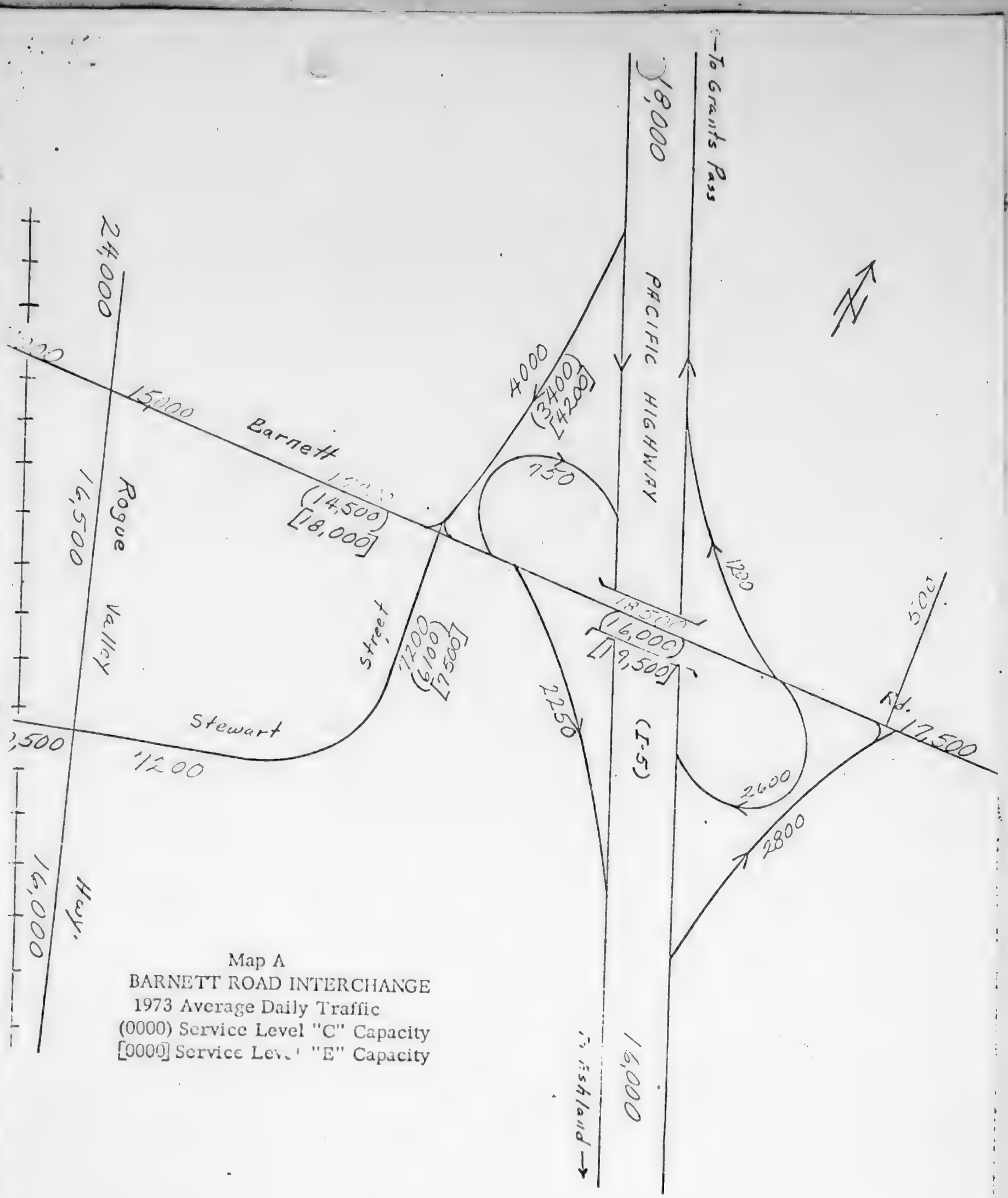
A TOPICS project is proposed for modernization of the signals at the I-5 northbound ramp and Highland Drive. It is designed to reduce the numerous accidents due to turning movements, but weaving movements either to or from the interchange will still have to contend with the two-lane structure. The two-lane bridge, coupled with a relatively high ramp usage by local traffic, could increase the problem of interference with through movements of I-5 traffic without any relief being provided by implementation of the signal project.

In 1961, even before the present two-lane structure was built, the Oregon State Highway Department foresaw the overloading of Barnett Road that would occur immediately after the freeway was opened and requested permission to construct a four-lane structure. However, the Bureau of Public Roads refused this permission on the grounds that a two-lane structure would still be adequate to handle the predicted 1975 traffic. It is now demonstrated that this assumption was not warranted; the current ADT is already more than twice as great as the 1975 projection. We therefore strongly urge that you grant approval for a four-lane structure to be constructed with interstate funds.

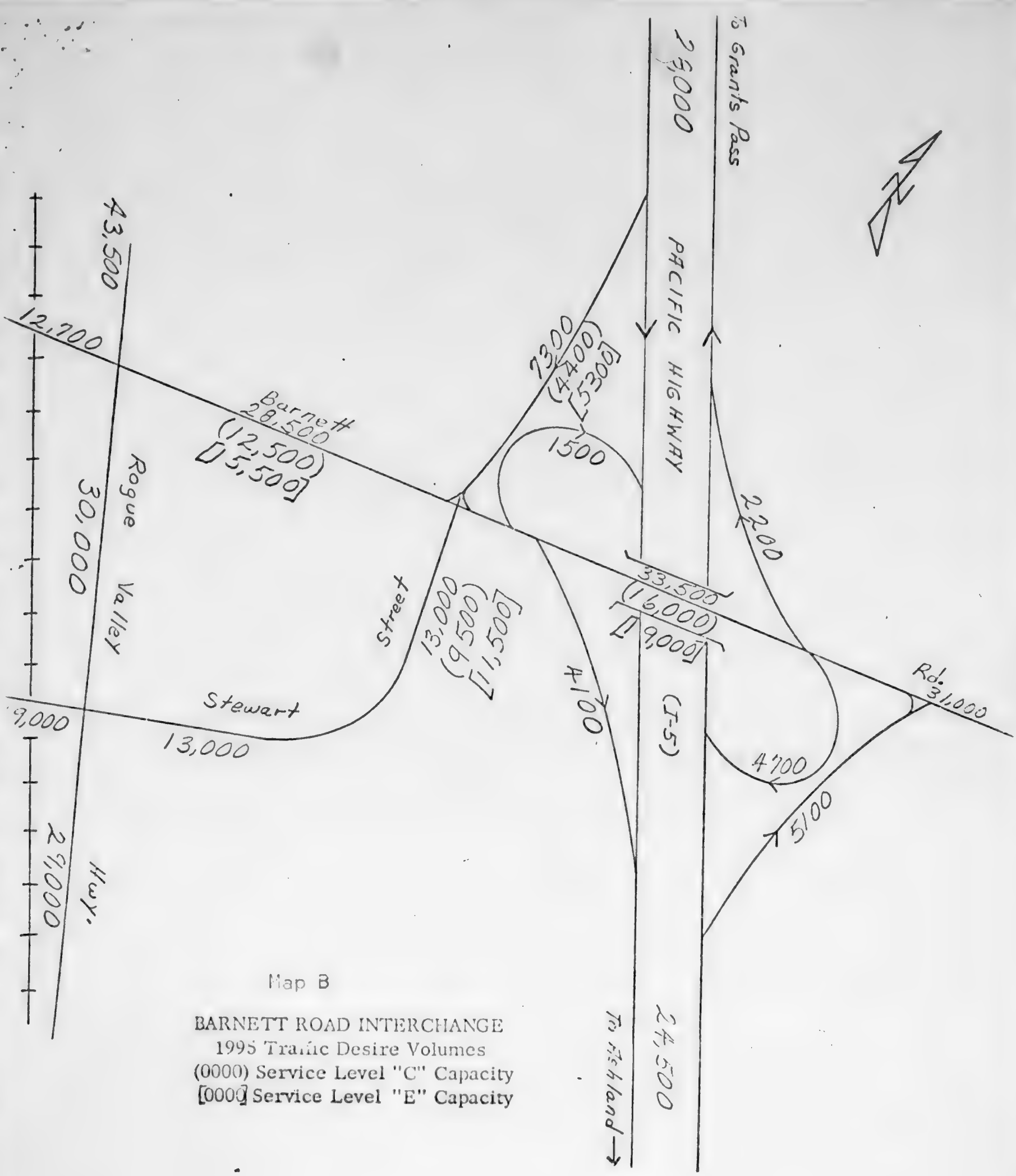
Very truly yours,

E.S. Hunter
Assistant State Highway Engineer

WAE:WHT:jp
cc A.E. Johnson
R.L. Schroeder
Duane Scroggins, Public Works Director, Medford
V.D. Wolfe



Map A
BARNETT ROAD INTERCHANGE
1973 Average Daily Traffic
(0000) Service Level "C" Capacity
[0000] Service Level "E" Capacity



Map B

BARNETT ROAD INTERCHANGE
1995 Traffic Desire Volumes
(0000) Service Level "C" Capacity
[0000] Service Level "E" Capacity

8279 Modoc Point (Units C & D) 1975
Sec. of The Dalles-Calif. Hwy.
(Grad.,pav.,& rock fallout prot.)#2

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF	)	IN BANKRUPTCY
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.;	)	NOS. B76-657
PACIFIC SAND & GRAVEL Co., doing business as Central Rock Products; Central Paving Co.; and	)	B76-658
PAGE PAVING CO., doing business as Central Paving Co.; Central Rock Products	)	B76-659
Bankrupts*	)	

RECEIVED
STATE HWY ENGR
DEC - 4 '78
REFER TO
FOR
Info | Index | R/D | C/R | Sign | Act | File

ORDER FOR FINAL MEETING OF CREDITORS AND
NOTICE OF FILING OF FINAL ACCOUNT(S) OF TRUSTEE (AND RECEIVER)
AND OF FINAL MEETING OF CREDITORS (AND OF HEARING ON
ABANDONMENT OF PROPERTY BY THE TRUSTEE)

To the creditors:

The final report(s) and account(s) of the trustee (if appropriate: and of the receiver) in this case having been filed,

It is ordered, and notice is hereby given, that the final meeting of creditors will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on December 13, 1978, at 2:10 o'clock p.m., for the purpose (as appropriate) of examining and passing on the report(s) and account(s), acting on applications for allowances, & transacting such other business as may properly come before the meeting. Attendance by creditors is welcomed but not required.

The following applications for allowances have been filed:

APPLICANTS	COMMISSIONS OR FEES	EXPENSES
Robert Butts Receiver	$ 9,690.75	$ 510.95
Jack Dempsey Trustee	$ 4,965.76**	$ 157.67
Boyd J. Long Attorney for Receiver	$ 1,000.00	$ 121.09
William P. Brandsness Attorney for Trustee	$25,000.00**	$2,509.19
Robert D. Puckett Attorney for Trustee	$ 625.00	$None
Burgoyne & Thompson Accountants	$25,309.00**	$None

**In addition to previous allowances

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $962,075.99*** and total disbursements of $513,240.78***. The balance on hand is $448,835.21. ***The receipts and disbursements reflect $7,000.00 that was not property of the estates.

In addition to expenses of administration as may be allowed by the Court, liens and priority claims totalling: $None, must be paid in advance of any dividend to general creditors.

Based upon the balance on hand, the trustee represents that B76-657 Pacific Crushing Company has $435,203.08 available for unsecured creditors, subject to reduction for costs of administration; that B76-658 Pacific Sand & Gravel Company

Paving; Pacific Sand & Gravel Co.;
Central Paving Co.; Central Rock Products;
Page Paving Co.;
PACIFIC SAND & GRAVEL Co., doing business as Central Rock Products; Central Paving Co.; and
PAGE PAVING CO., doing business as Central Paving Co.; Central Rock Products

Bankrupts*

B76-658

B76-659

copy
8210
8238

REFER TO Neal
FOR
Info | Invest | R/D | Corr | Sign | Act | Ret

ORDER FOR FINAL MEETING OF CREDITORS AND
NOTICE OF FILING OF FINAL ACCOUNT(S) OF TRUSTEE (AND RECEIVER)
AND OF FINAL MEETING OF CREDITORS (AND OF HEARING ON
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In addition to expenses of administration as may be allowed by the Court, liens and priority claims totalling: $None, must be paid in advance of any dividend to general creditors.

Based upon the balance on hand, the trustee represents that B76-657 Pacific Crushing Company has $435,203.08 available for unsecured creditors, subject to reduction for costs of administration; that B76-658 Pacific Sand & Gravel Company has $13,063.91 available for unsecured creditors, subject to reduction for costs of administration; and that B76-659 Page Paving Co. has $568.22 available for unsecured creditors, subject to reduction for costs of administration.

CONTINUED ON PAGE 2

BK-82-S (3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re:

Name of Bankrupt	Bankruptcy Case Number	Date Petition Filed	
PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.	B76-657	3-18-76	X
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [*or* that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts
2. Any judgement heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.
3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Central Paving Co.; Central Rock Products; Page Paving Co.			
PACIFIC SAND & GRAVEL COMPANY, doing business as Central Rock Products; Central Paving Company	B76-658	3-18-76	X
PAGE PAVING COMPANY, doing business as Central Paving Company; Central Rock Products	B76-659	3-18-76	X

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1. The bankrupt whose name is marked on the above list is released from all dischargeable debts
2. Any judgement heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.
3. All creditors whose debts are discharged by this order and all creditors whose judgements are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

Certified copies of the Discharge of Bankrupt may be obtained from the Bankruptcy Judge, or, if case is closed, from the Clerk of Court for registration in other districts, at 313 Pioneer Courthouse, Portland, Oregon 97204.

DATED: December 1, 1978, at Eugene, Oregon

MICHAEL R. HOGAN
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

TO CREDITORS:
ONLY THE BANKRUPT WHOSE NAME IS MARKED ABOVE HAS LISTED YOU AS A CREDITOR

ORDER FOR AND NOTICE OF FINAL MEETING OF CREDITORS
PACIFIC CRUSHING COMPANY
PACIFIC SAND & GRAVEL COMPANY
PAGE PAVING COMPANY

Claims of general creditors of B76-657, Pacific Crushing Company, totaling $587,790.93****; of B76-658, Pacific Sand & Gravel Company, totaling $1,490.45; and of B76-659, Page Paving Co., totaling $37,928.50 have been allowed.

Unless good cause to the contrary is shown at the meeting, the assets and liabilities of the consolidated estates of these corporations will be marshalled for the basis of computing dividends to creditors.

The trustee's application to abandon the following property will be heard and acted upon at the meeting: certain accounts receivable as uncollectible. The trustee's petition to sell to Bertran J. Thickett four 4-drawer cabinets and one 2-drawer cabinet for $175.00 will be heard and acted upon at the meeting. ****In addition, a claim was filed in the amount of $60,000.00 and the trustee has applied for leave to compromise the claim asserted against the estate for payment of $30,000.00 to Paul Lansdowne, trustee of the estates of B76-1424 Arthur B. Woods and B76-1425 F. Edris Woods which will be heard and acted upon at the meeting.

THE BANKRUPTS HAVE BEEN DISCHARGED
(SEE OTHER SIDE OF THIS PAGE)

DATED: December 1, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

*Include all names used by the bankrupt within last 6 years.

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF	)	IN BANKRUPTCY
PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel; Central Paving Co.; Central Rock Products; Page Paving Co.;	)	NOS. B76-657,
PACIFIC SAND & GRAVEL; dba Central Rock Products; Central Paving Co.; and	)	B76-658, and
PAGE PAVING CO., dba Central Rock Products; Central Paving Co.	)	B76-659
Bankrupts	)	

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Bankruptcy Courtroom #410, United States Federal Building, 211 East 7th Street, Eugene, Oregon, on October 5, 1978, at 1:30 o'clock p.m., to consider and act upon the following matters:

Among the assets of the bankrupt estates was certain crushed rock upon the premises, which represented 8,574.21 cubic yards of material. The trustee was able to sell said material between the period of April 30, 1976 to July 17, 1978, for a total sum of $29,587.10.

As a portion of the sales agreement, it was agreed between the trustee and Elbert W. and Wyoming Stiles, who were the original owners of said rock, that the trustee would pay the royalty for the rock at the rate of $.35 per cubic yard. That a billing has been submitted by Elbert W. and Wyoming Stiles for the said rock making a total amount due to Elbert W. and Wyoming Stiles of $3,000.97.

The trustee has applied to pay this amount to Elbert W. and Wyoming Stiles, and the application will be heard and acted upon at the above-named time and place.

DATED: September 21, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF	)	IN BANKRUPTCY
	)	
PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel; Central Paving Co.; Central Rock Products; Page Paving Co.;	)	NOS. B76-657,
PACIFIC SAND & GRAVEL; dba Central Paving Co.; Central Rock Products; and	)	B76-658, and
PAGE PAVING CO., dba Central Rock Products; Central Paving Co.	)	B76-659
	)	
Bankrupts	)	

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Bankruptcy Courtroom #410, United States Federal Building, 211 East 7th Street, Eugene, Oregon, on October 5, 1978, at 10:00 o'clock a.m., to consider and act upon the following matters:

A stipulated settlement has been submitted by Jack L. Dempsey, trustee in the above-entitled bankruptcy proceedings, and United Pacific Insurance Company by their attorney, Charles L. Kobin, as follows:

1. That United Pacific Insurance Co. filed an unsecured claim in the above-entitled bankrupt estates in the sum of $73,829.75 on September 20, 1976.

2. In November, 1976 the trustee filed his complaint in the United States District Court for the District of Oregon requesting that the proceeds of funds paid by the State of Oregon, Department of Transportation be paid to the trustee.

3. An Agreement was reached between the attorney for the trustee and the attorney for United Pacific Insurance Co. that the trustee would dismiss the above-mentioned complaint and that United Pacific Insurance Co. would reduce it's claim in consideration of the dismissal of the suit.

4. The claimant then resubmitted a claim in the sum of $66,722.34 of which $9,556.56 was a priority claim. Upon further agreement between the attorneys for the parties, it was agreed that the claim be treated as an unsecured non-priority claim upon the condition that the trustee pay the sum of $32,500.00 as an advance against the eventual distribution to this claimant upon rendering of a Court Order.

WHEREFORE, the parties hereto pray for an Order of the Court dismissing the above-mentioned suit brought by the trustee against United Pacific Insurance Co. and allowing the claimant's claim in the sum of $66,722.34 as an unsecured, non-priority claim and that the trustee pay to the claimant the sum of $32,500.00 forthwith as an advance on the eventual distribution to this claimant.

Hearing on the Stipulated Settlement will be held at the above-named time and place.

DATED: September 21, 1978, at
Eugene, Oregon

STATE AGENCY
SEP 22 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Act | File

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

IN RE THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; Central Rock Products; and PAGE PAVING COMPANY, dba Central Paving Co.; Central Rock Products Bankrupts	)	BANKRUPTCY NOS. B76-657, B76-658, and B76-659

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NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

NOTICE IS HEREBY GIVEN THAT:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on July 12, 1978, at 2:10 o'clock p.m., to consider and act upon the following matters:

The trustee has applied for leave to sell, at private sale, 150 cubic yards of sub standard rock to Byrnes Construction Company for the sum of $600.00.

The trustee's application will be heard and acted upon at the above-named time and place.

DATED: July 6, 1978, at
Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, U. S. Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

On July 6, 1978, an Order was entered herein shortening time for noticing pursuant to Section 58(a)(4) of the Bankruptcy Act, and Bankruptcy Rules 203(a)(2) and 906(c).

BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL CO., dba Central Paving Co.; Central Rock Products; PAGE PAVING CO., dba Central Rock Products; Central Paving Co.

Bankrupt s

Bankruptcy Nos B76-657
B76-658
B76-659

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex Main Street, Klamath Falls, Oregon, on May 10, 1978 at 2:40 o'clock P.M. to consider and act upon the following matter:

Jack Dempsey, the trustee, has applied for partial payment of fees due to William Brandsness,attorney for the trustee in the amount of $16,000.00 and the application will be heard and acted upon at the above-named time and place.

DATED: April 25, 1978, at Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Bldg.
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

cc Jack Sollis

NOTED
C. W. HEAD

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BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL CO., dba Central Paving Co.; Central Rock Products; PAGE PAVING CO., dba Central Rock Products; Central Paving Co.

Bankruptcy No.s B76-657
B76-658
B76-659

Bankrupts /

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

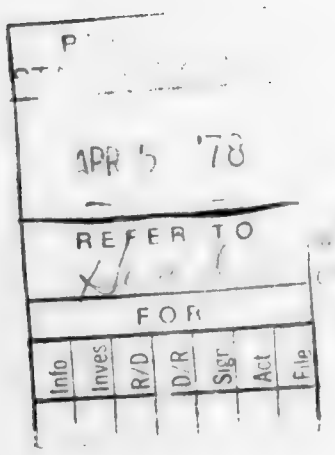
A Meeting of Creditors of the above-named bankrupts, and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on April 12, 1978 at 1:45 o'clock P.M. to consider and act upon the following matter:

The trustee has applied for partial payment of fees due to attorney for trustee.

The trustee's application will be heard and acted upon at the above-named time and place.

DATED: April 3, 1978, at
Eugene, Oregon

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440



8297

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DATE: April 14, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Contractor's Claim, Contract No. 8297
Siletz River Bridges

In the fall of 1975 we contracted with Clark Painting Company for maintenance painting of two steel structures on the Siletz Secondary Highway. Following award of the contract it was found that more sandblasting and painting was necessary than had been required in the specifications.

The contractor has submitted a claim of $174,422.89 for extra compensation for additional work necessitated by the changed conditions.

We have negotiated a settlement in the amount of $100,000 as complete satisfaction of all claims. The claim and proposed settlement has been reviewed and concurred in by our legal counsel.

This settlement and the corresponding increase in project authorization will be on the April 25 agenda for your consideration.

HSC:ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
J. L. Sollis
C. O. Fredrickson
V. E. Skoog
George Bell

BK-10-S (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY, doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company; Central Paving Company, Central Rock Products; — Bankruptcy Nos. B76-657

PACIFIC SAND & GRAVEL COMPANY, doing business as Central Paving Company, Central Rock Products; — B76-658

PAGE PAVING COMPANY, doing business as Central Rock Products; Central Paving Company — B76-659

Bankrupt s

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

The trustee has applied for leave to sell, at private sale, to J. Warren Smith and A. C. Bonebrake, as tennants in common for $28,000, the following described real property.

To Wit:

Number parcel 300 on Map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South, Range 11 West of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the 1/4 corner between Sections 16 & 21 of said Township and Range; thence Southwesterly 1,220.00 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said 1/4 corner; thence North 19 degrees 30 minutes West 520.0 feet to the point thence: North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township & Range; thence North 89 degrees 46 1/2 minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon ALSO

Beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the 1/4 corner between sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said 1/4 corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said highway to the true point of beginning in Lane County, Oregon, containing more or less 15.61 acres.

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D. J. Rad
FOR
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The trustee has also applied to disburse from the proceeds, expenses of Title Insurance to show the property free and clear, except for ordinary and usual encumbrances.

The trustee's application will be heard and considered at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon on Marth 8, 1978 at 2:30 o'clock P.M.

Dated: February 24, 1978 at

C. E. LUCKEY
Bankruptcy Judge

PACIFIC SAND & GRAVEL COMPANY, doing business as Central Paving Company, Central Rock Products; B76-658
PAGE PAVING COMPANY, doing business as Central Rock Products; Central Paving Company B76-659

Bankrupt s

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

The trustee has applied for leave to sell, at private sale, to J. Warren Smith and A. C. Bonebrake, as tennants in common for $28,000, the following described real property.

To Wit:

Number parcel 300 on Map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South, Range 11 West of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the 1/4 corner between Sections 16 & 21 of said Township and Range; thence Southwesterly 1,220.00 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said 1/4 corner; thence North 19 degrees 30 minutes West 520.0 feet to the point thence: North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township & Range; thence North 89 degrees 46 1/2 minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon ALSO

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Beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the 1/4 corner between sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said 1/4 corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said highway to the true point of beginning in Lane County, Oregon, containing more or less 15.61 acres.

The trustee has also applied to disburse from the proceeds, expenses of Title Insurance to show the property free and clear, except for ordinary and usual encumbrances.

The trustee's application will be heard and considered at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon on Marth 8, 1978 at 2:30 o'clock P.M.

Dated: February 24, 1978 at Eugene, Oregon

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

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BK-10 3 (Rev. 3-74)

UNITED STATES DISTRICT COURT

For the District of Oregon

In re: THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY, DBA Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products; PACIFIC SAND & GRAVEL COMPANY, DBA Central Paving Co.; Central Rock Products; and PAGE PAVING COMPANY, DBA Central Rock Products; Central Paving Company
Bankrupts

Bankruptcy Nos: B76-657
B76-658
B76-659

NOTICE TO CREDITORS AND OTHER PARTIES IN INTEREST

Notice is hereby given that:

A Meeting of Creditors of the above-named bankrupts and a Hearing in said cause will be held in Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street, Klamath Falls, Oregon, on February 15, 1978, at 2:00 o'clock p.m., to consider and act upon the following matters:

The trustee has applied for leave to pay to Burgoyne & Thompson, Certified Public Accountants, for accounting and other services to the trustee during the period of November 26, 1976 to December 31, 1977 the sum of $22,020.00 together with expenses in the amount of $17.20.

The application of the trustee and the accounting firm for allowances will be heard and acted upon at the above-named time and place.

DATED: February 2, 197. at
Eugene, Oregon

C. E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, P.O. Box 1335
Eugene, Oregon 97440

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BK-10-3

IN THE

United States District Court

FOR THE

District of Oregon

Division

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FOR
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IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY,
PACIFIC SAND AND GRAVEL, and
PACE PAVING COMPANY

Bankrupts

IN BANKRUPTCY

NOS. B76-857
B76-858
B76-859

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 14th day of December, 1977, at 3:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to compromise a claim asserted by Credit Alliance Corporation against assets in the hands of the trustee, wherein Credit Alliance Corporation asserts a secured interest in the amount of $46,240.51; together with interest of $15.20 per day from October 24, 1976 until paid; together with attorneys fees represented to be $17,500.00 in consideration of the trustees paying to Credit Alliance Corporation the sum of $37,500.00 in full settlement of all claims of Credit Alliance Corporation against the assets of the estate; together with a release by Credit Alliance Corporation of any asserted interest in an asphalt plant located at Redmond, Oregon.

The trustee's application will be heard and acted upon at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, December 2, 1977.

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97440

BK-10-C

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY: Doing business as Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co; Page Paving Company; Central Paving Company; Central Rock Products; PACIFIC SAND & GRAVEL COMPANY; and PAGE PAVING COMPANY Bankrupts	IN BANKRUPTCY NO.S B76-657 B76-658 B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN that:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, in the Main Street
city of Klamath Falls, State of Oregon, on the

14th day of December, 19 77, at 3:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to accept a proposed stipulated compromise in the proceedings of Jack L. Dempsey, trustee, against Delbert Dean and Patsy Dean in the above entitled proceedings. Under the proposed compromise, Delbert Dean and Patsy Dean will pay to the bankrupt estate the sum of Seventy-five Thousand Dollars ($75,000.), cash, together with interest from September 15, 1977, at the rate of eight (8) percent per annum, and upon such payment the trustee would agree to dismissal of the actions against Delbert Dean and Patsy Dean pending in this proceeding.

The trustee's application will be heard and acted upon at the above named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, November 15, 19 77.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

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IN THE

United States District Court

FOR THE

District of Oregon

Division

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IN THE MATTER OF

PACIFIC CRUSHING CO.; doing business as Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Co.; Page Paving Co.; Central Paving Co.; Central Rock Products

Bankrupt.

IN BANKRUPTCY

NO. B76-657

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

[X] A meeting of creditors of the above-named bankrupt,

[X] A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex in the city of Main Street Klamath Falls, State of Oregon, on the 10th day of August, 19 77, at 2:00 o'clock P M., to consider and act upon the following matters:

The trustee has applied for leave to sell at private sale a cabin situated upon lot 20, Crescent Lake Summer Homes to 3G, Inc. for the sum of $25,000 of which it is represented that $1,000 has been deposited as earnest money, $20,000 to be paid upon closing and the balance to be paid in five (5) monthly installments beginning forty-five (45) days after closing.

The trustee has also applied for leave to pay to the Internal Revenue Service $593.10 and $12.00 payroll taxes; and to pay priority wage claims of Keenan O. Holte, Leroy Vaughn, Dan E. Hooker and Arnie M. McDowell, each priority claim being in the amount of $600.00 less withholding and statutory taxes required; and to pay a priority claim of the Polk County Treasurer in the amount of $3,587.05.

The trustee's applications will be heard and considered at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, July 29, 19 77.

C. E. LUCKEY
Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

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IN THE

United States District Court

FOR THE

.....District of Oregon.....

.....Division

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IN THE MATTER OF THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY

PACIFIC SAND AND GRAVEL COMPANY

PAGE PAVING COMPANY

Bankrupt.

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, in the Main Street
city of Klamath Falls, State of Oregon, on the

10th day of August, 19 77, at 2:00 o'clock P M., to consider and act upon the following matters:

Robert H. Fraser, one of the trustee's attorneys, petitions the court as follows:

1. The case of Pacific Crushing Co. v. Weyerhaeuser Company, U.S.D.C. for the District of Oregon, Civil No. 75-293 was prosecuted by Luvaas, Cobb, Richards & Fraser by Robert H. Fraser on a contingent fee basis pursuant to petition of the attorney, notice to creditors and an order entered by the above entitled court entered on October 4, 1976.

2. That pursuant to petition of the trustee, notice and hearing of creditors and an order entered by the above entitled court, the aforesaid case was settled for $33,000.00.

3. That the reasonable value for legal services, taking into consideration the previously ordered contingent fee arrangement, is the sum of $11,000.00; that the trustee is also indebted to the undersigned lawfirm in the amount of $397.54 for costs incurred.

4. That there now is due and owing from the above bankrupt estate to the lawfirm of Luvaas, Cobb, Richards & Fraser, the total amount of $11,397.54 for attorney's fees and costs.

5. That there is no agreement or understanding between any member of that lawfirm and any other person for the division of said fee or costs or any part thereof and that the whole sum is to go to the firm of Luvaas, Cobb, Richards & Fraser, for the compensation of legal services and for reimbursing that firm for costs previously expended in the prosecution of the above referenced suit.

The petition will be heard at the above time and place.

IN THE CONSOLIDATED ESTATES OF

PACIFIC CRUSHING COMPANY

PACIFIC SAND AND GRAVEL COMPANY

PAGE PAVING COMPANY

Bankrupt.

Info	Invest	R/D	D/R	Sign	Act	File

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 10th day of August, 19 77, at 2:00 o'clock P M., to consider and act upon the following matters:

Robert H. Fraser, one of the trustee's attorneys, petitions the court as follows:

1. The case of Pacific Crushing Co. v. Weyerhaeuser Company, U.S.D.C. for the District of Oregon, Civil No. 75-293 was prosecuted by Luvaas, Cobb, Richards & Fraser by Robert H. Fraser on a contingent fee basis pursuant to petition of the attorney, notice to creditors and an order entered by the above entitled court entered on October 4, 1976.

2. That pursuant to petition of the trustee, notice and hearing of creditors and an order entered by the above entitled court, the aforesaid case was settled for $33,000.00.

3. That the reasonable value for legal services, taking into consideration the previously ordered contingent fee arrangement, is the sum of $11,000.00; that the trustee is also indebted to the undersigned lawfirm in the amount of $397.54 for costs incurred.

4. That there now is due and owing from the above bankrupt estate to the lawfirm of Luvaas, Cobb, Richards & Fraser, the total amount of $11,397.54 for attorney's fees and costs.

5. That there is no agreement or understanding between any member of that lawfirm and any other person for the division of said fee or costs or any part thereof and that the whole sum is to go to the firm of Luvaas, Cobb, Richards & Fraser, for the compensation of legal services and for reimbursing that firm for costs previously expended in the prosecution of the above referenced suit.

The petition will be heard at the above time and place.

Dated at Eugene, Oregon, July 22, 1977.

7-25-77
ego Sullivan
Deputy
Title

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

July 15, 1977

FILE:

FROM: Frank E. Terpin
Location Engineer

TO: John L. Gunter
District Engineer

SUBJECT: Estimate for Wire Mesh Rock Protection
Unit "D", Modoc Point Section
The Dalles-California Highway
Klamath County

Attached please find the subject estimate which you requested. If more information is needed please call me and we'll try to supply it.

Attachment

FET:mc

cc J. H. Versteeg
E. S. Hunter

JUL 1 [illegible]
REFER TO
FOR

Wire Mesh Net Slope

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Mesh Net
Highway The Dalles - [illegible]
Length 350' Designer [illegible]
Unit D
County [illegible]
Draftsman
Prefix
Date 7, 15 77

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization 6%						$13,975
Cable Anchors	Each			55	$205.00	$11,275
1/2" Steel Cable	Lin Ft.			6,200	$1.20	$7,440
Wire Link Mesh Net	Sq. Ft.			238,000	$0.90	$214,200
			Est	Items		246,890
			20%			49378
				Total		296,268
						$300,000

Total

NNING
STA. 724+00

S 8°00'
α 1.0

Ta 18°32'
Ts 434.3'

S 8°00'
α 1.0

SEC. 22 T.36S., R.7E., W.M.

UNIT "D"

UPPER KLAMATH LAKE

R.R. Alarm System

Bury Ends In Cut

R.R. R/W

Hwy. & R.R. R/W

CONST ℄

R/W ℄

Const.
600' Sp.
S 9°00'00"
α 0.5

780 + 21.01 P.S.C.

Const.
3° C.R.
Δ 5°19'07"

781 + 98.30 P.C.S.

Const.
175' Spiral
S 3°43'08"
α 1.0

783 + 73.30 P.S.C.

Const.
1°15' C.R.
Δ 6°38'30"

789+04.63 P.C.C.Bk.
789+00.00 P.O.C. Ah.
EQUA.

END OF PROJECT HHS-26(10)
STA. 789+04.63

R/W

Exc. 900 (Excess)

"Ex1g" 772+17.72 P.T.

"Ex1g" 772+35.71 P.S.

"Ex1g" 772+30.6 P.S.

R/W 920+

774 + 21.01 P.O.ST. Bk.
774 + 21.01 P.S. Ah.

R/W
400' Sp.
S 3°20'

R/W 924 +30.6 P.S.C.

Note:
Final Location Of Const. & To
Be Determined By Engineer.

775+10

782+60

Wire Mesh
Net Limits

Modoc Point - Unit D
The Dalles - Calif. Hwy.
Klamath County
7-13-77

5379

1

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

May 2, 1977

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-905398
Contractor: Klamath Paving Company
Contract No. 8279-Modoc Point Project

A check of our files indicates we received the March 9 letter from Mr. Sandmann indicating payment of the final amount on this contract would be made on a post-final estimate. We have never received any further documents to execute. We assume from your March 22 letter that the payment was automatically being processed. If you need any other documents to process post-final payment of $776, please forward them to us. Otherwise, we shall expect your prompt payment. Thanks for your cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

R L Miller

Robert L. Miller
Bond Claim Department

db

5/5/77 Bob L. (contractor) - I gave him to talk to Isabel & gave duplicate voucher word that a dup. would be sent to C.H. (Heck will handle)

RECEIVED
MAY 9 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5/12/77 — Dick A. rec - voucher from Bob Miller C.H.

ADDRESS CORRESPONDENCE TO: P.O. BOX 1216, TACOMA, WASHINGTON 98401

8279

15

March 22, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $776.00 will be sent to United Pacific Insurance Company on Contract No. 8279 awarded to Klamath Paving Company for work on the Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $211,498.33 including the post-final payment. Of the total $753.47 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
C. M. Williams

#4277

BK-10-8

IN THE

United States District Court

FOR THE

3-8-77
Copies to Sollis, Keasey and Files
CWH

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and
PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company
Bankrupts

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street, in the city of Klamath Falls, State of Oregon, on the 18th day of March, 1977, at 9:30 o'clock A M., to consider and act upon the following matters:

The trustee has applied for leave to lease office space located at 731 Main Street, Klamath Falls, Oregon, for the purpose of storing and examining records of the bankrupts, for the sum of $35.00 per month from Frank Drew of Klamath Falls, Oregon. The trustee's application will be heard at the meeting.

The trustee has also petitioned the Court for an Order allowing Robert H. Fraser, the attorney appointed by the Court to handle litigation in the suit between Pacific Crushing Company and Weyerhaeuser Company, to settle said suit for $33,000.00. The trustee's petition will be heard at the meeting.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, March 7, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

#5277

BK-10-S

3-8-77
Copies to Sollis, Keasey and Files
CWH

IN THE

United States District Court

FOR THE

.....District of Oregon.....

.....Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and
PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company

.....Bankrupts

IN BANKRUPTCY

NOS. B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 18th day of March, 19 77, at 9:30 o'clock A. M., to consider and act upon the following matters:

The trustee has petitioned for leave to sell the interest of the estate in P.U.C. permit #112300, class 1b and class 3, to Klamath Cement Cutting Company for $1,500.00, which petition will be heard at the meeting.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, March 4, 19 77.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8279

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206-383-1431

March 1, 1977

Oregon State Highway Division
Region 4
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Sandmann:

United Pacific Bond U-905398
Principal: Klamath Paving Company
Contract: #8279-Modoc Point Job

United Pacific Bond U-896032
Principal: Klamath Paving Company
Obligee: State of Oregon
Contract: #8238, Link River-Bisbee Street

We appreciate receiving a copy of your February 22 letter addressed to Mr. McDowell regarding the claims of Klamath Paving Company on the above two projects. After further discussions with Mr. McDowell on this matter, we are agreeable to accepting your compromise offer; namely, payment of the $766 on the Modoc Project and $925 on the Linc River-Bisbee Street Project.

So, if you will kindly arrange to have the appropriate final releases prepared and sent to United Pacific at the above address, we shall see that they are executed and returned to the State of Oregon for final settlement and payment of these contracts. Thanks again for your cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db
cc: Arnie M. McDowell
State of Oregon, Department of Transportation ✓
Mr. Jack Sollis-State of Oregon, Department of Transportation
Mr. E. J. Dunn-Resident Engineer-State of Oregon

NOTED
C. W. HEAD

RECEIVED
MAR 3 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S279

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 22, 1977

Mr. Arnie M. McDowell
A. M. McDowell & Associates
445 Hamilton Street
Eugene, Oregon, 97404

Subject: Contract No. 8238 (Link River-Bisbee Street)
Contract No. 8279 (Modoc Point, Units C & D)

A review of the information you submitted January 24, 1977, and our records on the subject projects has been completed.

Contract 8279:

In summary, our records show that work done as follows should have been paid but was not.

September 12: D9 Dozer 5 hrs @ $88/hr =	$ 440.00
October 22: 82-30 Dozer 2 hrs @ $45/hr=	90.00
(to compensate for move of equipment)	
October 27: 82-30 Dozer 4 hrs @ $45/hr =	180.00
Vigel (laborer) 4 hrs @ $16.50/hr =	66.00
Total due for labor and equipment =	$776.00

The remaining unpaid time on your list is accounted for by one or more of the following:

1) Idle time of equipment, either due to off project haul, breakdown, or servicing.
2) Equipment hauling material off project.
3) Equipment late getting started or not working.
4) Hourly rate basis roadwork, shut down prior to end of shift.

The off project haul was paid for as agreed. A round trip was approximately 45 minutes. On project pay time was 15 minutes and off project no pay time was 30 minutes.

NOTED
C. W. HEAD

Contract No. 8238:

1) Reduction in Liquidated Damages:

Review of previous requests, denials and grants, as well as the actual schedule of work activities, does not support granting any additional time. The additional 10 days granted previously provided sufficient time to perform all work within 80 Calendar Workdays if all work had been pursued expeditiously.

2) Work at Railroad Crossings:

Based on your figure of 25¢/ton, which is not totally substantiated, the estimate of cost for work at RR Xings and Bridge Ends was $1,875. Final figures show the total quantity of material used in Class "C" mix in Leveling (B.I. #5) to be 100 T±. This quantity would account for $25 of the estimated cost, leaving $1,850 unpaid.

Since no pavement removal work was done at bridge ends, only one-half the estimated cost was incurred. A settlement in the amount of $925 for this item appears reasonable.

Any settlement on either project will be with the understanding that it is final and for all claims.

Robert A. Sandmann
Regional Construction Engineer

RAS:pw
cc: Robert Miller, United Pacific Reliance
Cecil Head
Jack Sollis
C. T. Keasey
E. J. Dunn

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BK-10-7

CC: Sollis
Keasey
Files

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company and Central Rock Products, and PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company Bankrupt.s	IN BANKRUPTCY NO.s B76-657 B76-658 B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 18th day of March, 19 77, at 2:00 c'clock P. M., to consider and act upon the following matters:

The trustee has petitioned the Court to pay to Burgoyne and Thompson, accountants for the bankrupt estates, the sum of $18,446.00, representing accounting, investigation and consultation services from April 28, 1976, to November 25, 1976, and the petition will be heard at the above-named time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, February 15, 1977.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

B271 B 4-77

BK-10-B

IN THE

United States District Court

FOR THE

District of Oregon

Division

B238

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products, Klamath Paving, Pacific Sand and Gravel Company, Page Paving Company, Central Paving Company, Central Rock Products, and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company, and Central Rock Products, and
PAGE PAVING COMPANY, dba Central Rock Products, and Central Paving Company
Bankrupt.s

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Second Floor, Courthouse Annex, Main Street in the city of Klamath Falls, State of Oregon, on the 12th day of March, 19 77, at 2:00 o'clock P. M., to consider and act upon the following matters:

The trustee has petitioned the Court for an Order allowing disbursement out of the bankruptcy estate of partial trustee's fees in the sum of $5,000.00, which petition will be heard at the above time and place.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, February 9, 19 77.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

2-10-77 Copies to:
Keasey, Sollis, Files
CWH

0279

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

January 11, 1977

Mr. Arnie H. McDowell
A. H. McDowell and Associates
445 Hamilton Street
Eugene, OR 97404

Subject: Link River-Bishee Street, Contract 0238
Modoc Point (Units C & D), Contract 0279

Approximately one year ago we met in Klamath Falls to discuss various items on Contract 0238. One of the items was the work at the railroad crossing and bridge ends. Subsequent to that meeting I wrote you three (3) letters. Copies are attached. The February 9th and 18th letters request from you additional support data for your position. None was received so finally the April 12th letter was written.

We again met, this time in Salem, on June 8th and you were told if additional support data would be submitted, your request for payment for the railroad crossing and bridge end work would be considered. A letter to Burgoyne and Thompson dated July 7th states "I am waiting for additional information to be submitted by Mr. McDowell...." A copy of that letter is also attached. To date I have received no additional support data from you for your position. I see no reason for further consideration of this matter, based on the information on record. If you have additional support data, please submit it to me so this matter can be finally resolved.

Regarding liquidated damages, my records show that a ten (10) day extension of time was granted. This would leave a ten (10) day time overrun for which liquidated damages would be assessed.

Your letter of January 3, 1977 also mentions non-payment or under payment for items on Contract 0279. I am unable to respond because you neglected to send along a list of items. If you will please send me the list of items, I will be glad to check into this matter for you.

RECEIVED
DEPARTMENT OF TRANSPORTATION

Robert H. [illegible]
Regional Construction Engineer

PAS:ps
Enclosures

cc: Robert Miller, United Pacific Reliance
[illegible], T. J. Burr, C. T. Larson

NOTED
C. W. HEAD

A. M. McDowell & Associates
445 Hamilton Street - Eugene, Oregon 97404 - 689-2941

ROAD BUILDING — SURFACING — UNDERGROUND UTILITIES — SPECIALIZED CONSTRUCTION

January 8th, 1977

Oregon State Highway Department
Region IV
P.O. Box 1249
Bend, Oregon 97701

Attention: Bob Sanborn

Dear Sir,

Recent correspondence from United Pacific Insurance Company advises me that a final agreement has yet to be reached regarding extra work on the railroad crossings, bridge ends and liquidated damages on S.S.H.D. 3233 in Klamath County.

It is my understanding that these matters can be resolved through your office. I would like to do whatever is necessary to resolve these differences as soon as possible. I am sure you do also.

If another meeting is necessary to close this contract I would prefer that it be held in Salem next time you are there.

We also have a list of items which were not paid for or were shorted on with regard to S.S.H.D. contract 827c. I would like to discuss these items at the same meeting.

I will be waiting your reply, I hope within the next few days.

SINCERELY,

Arnie L. McDowell

Arnie L. McDowell

amb/cg

cc/ Bob Miller
File

RECEIVED

NOTED
C. W. HEAD

February 9, 1976

Klamath Paving Company
P.O.Box 1180
Klamath Falls, OR 97601

Attn: Arnie McDowell

Re: Link River-Disbee Street - Contract No. 8203

I am curious to know if you have been able to assemble the information necessary for consideration of items relative to the claims you submitted to E. J. Dunn. The items were also subject of our meeting on January 5, 1976.

Information you are to furnish is:

1) Additional support data for cost of work involved in pavement removal at RR X-ings and bridge ends.

2) Proposal from Valley Iron and yourself, re: disposition of standard manhole rings.

Please advise me of the status of the above information.

Robert A. Sa...son
Regional Construction Engineer

RAS:pw
cc: E.J.Dunn

RECEIVED
FEB 11 1976
NOTED
C. W. HEAD

April 12, 1976

Mr. Arnie M. McDowell
Secretary-Treasurer
Klamath Paving Company
PO Box 1130
Klamath Falls, OR 97601

SUBJECT: OSHD Contract No. 8238

After considerable discussion, review of information available, and material presented, the following position has been reached relative to unresolved items listed in your letter to E. J. Dunn, dated December 2, 1975.

Payment for Railroad Crossing - Information and material presented does not adequately support the contention that an additional 25¢/ton was added to item #5 bid price. Basis for additional payment is not substantiated.

City Street Sweeper Patrol - Information obtained from the City indicates the bill has not been paid. To resolve this matter, it will be necessary for you to surrender the bill to E. J. Dunn, who will prepare a State Force Order so that payment can be made by the State, direct to the City.

Manhole Adjustment Rings - A 50 percent sharing of the reasonable charge for the manhole riser rings per your request is acceptable. A Price Agreement to cover the cost involved is forwarded for your signature.

Please submit the City Street Sweeper bill to E. J. Dunn as soon as possible. The Price Agreement on the manhole adjustment rings should also be sent to E. J. Dunn after you have signed it.

Robert A. Sandelin
Regional Construction Engineer

RAS:ar

cc: E. J. Dunn
C. T. Peabey

RECEIVED
APR 12 1976
REGION 4

NOTED
C. W. HEAD

No Liquidated Damages

RECEIVED
JUL 7 1976
REGION 4
ASSIGNED

July 7, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Attn: Mr. Fred Burgoyne

Subject: Klamath Paving Company
(Pacific Crushing Co.)

Price Agreement No. 3 on Contract No. 8233, Link River-Disbee Street, was signed by Mr. Gerald C. Lyon of United Pacific/Reliance Insurance Company, and submitted to this office for processing on June 11, 1976. Payment will be made in the normal manner when the Price Agreement is approved.

There are two (2) items on Contract 8233 that are unresolved at this time. I am waiting for additional information to be submitted by Mr. Pickwell on an item involving work at a railroad crossing. Mr. Pickwell is also to provide additional information relative to the time overrun on the project. At this time no other claims are outstanding or known. All retainage has been paid on this contract.

On Contract 8210, Barkley Springs-Algoma Road, all contract work is complete. All that remains is repair of some patching done last Fall. I anticipate the repair work to be done this week. No payment will be made for the patching repair work. The semi-final estimate was submitted February 17, 1976 for processing. A minor amount of retainage is being held to cover A.C. penalty assessments. The amount is $100. or less.

On Contract 8270, Modoc Point (Units 1 & 2), the overlay work required by Price Agreement No. 2 was completed satisfactorily last week. Payment for that work will be made by monthly estimate in the normal manner. The semi-final estimate will be processed as soon as field measurements are complete. I am expecting information from Mr. Pickwell relative to an approximate $2,500. claim.

I trust this will answer your request for claim status at the respective contracts. If you have any further questions, please contact me.

[redacted]
Resident Construction Engineer

NOTED
C. W. HEAD

cc: [illegible]
Carl W. Head, Jack [illegible], Ed [illegible], C.T. Kelly

DIR		DIST	ENGR
DIR			ENGR
OPR	FEB 18 1975		SEC
PRO			CLK

February 18, 1975

Klamath Paving Company
P.O.Box 1180
Klamath Falls, OR 97601

Attn: Arnie M. McDowell

Your letter of February 13, 1975 covered several points which I will attempt to clarify and answer.

1. Contract No. 2279 - Modoc Point (Units C & D)
Acceptance of terms of my letter to you dated February 5, 1975 was received by Mr. Pool on February 12, 1975. The Price Agreement to cover terms of the 2/5/75 letter has been prepared and is being submitted to you through E. J. Dunn for signature. Further payment on this contract cannot be made until complete approval of the Price Agreement is received. You can be assured I will attempt to expedite the necessary approval.

2. (Contract No. 2313) - Link River-Gibbon St.
During the discussion of various items at our meeting on January 8, 1975, it was agreed that you would furnish additional support data for cost of work involved in pavement removal at the R.R.X-ings. The information to be provided would further support your contention that 25¢/ton was added to the unit cost for Bid Item No. 5. To date I have not received that information.

I am fully aware of your meeting with Valley Construction Co. I have received a copy of correspondence to you from V.C.C. Co. resulting from that meeting.

Several other items are involved in your informal claim. Resolution of any or all will be the result of combining these into one agreement. I would prefer to have all information acceptable, all of the items in hand before approving Daily Construction Time proposal.

3. Contract No. 8210 - Barkley Springs-Algoma Road
Contract quantities are in the process of being final checked. As soon as they have been checked, complete payment for quantities and reduction in retainage can be made according to contract specifications. I apologize for the length of time involved and I will personally pursue expediting the checking process.

An extenuating circumstance that has muddied payment and retainage reduction on this project has been the Labor Compliance Wage dispute. Attempts to satisfactorily resolve the matter have been time consuming and difficult, and at this point in time still not resolved. Because of the seriousness of the situation extra care and attention have been given to adequately protect the interest of everyone involved. As you are well aware, cooperation in obtaining information that would help resolve the problem has been less than satisfactory. The initial problem was not of our making.

I sincerely hope the foregoing answers your questions, or at least clarifies the issues.

Robert A. Seabaugh
Regional Construction Engineer

RAS:pw
cc: E.J. Brown

RECEIVED
[illegible]
NOTED
C. W. HEAD

8279 12-2-76

BK-10-C

IN THE

United States District Court

FOR THE

.....District of....Oregon.....

.....Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company, Central Paving Company; Central Rock Products; and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company; and Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company

.....Bankrupt.

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at ..Commissioner's Hearing Room,..Second Floor,..Courthouse Annex,....in the Main Street,
city of .....Klamath Falls,.....,....., State of .....Oregon....., on the

15th..... day of ...December....., 19...76, at ...2:50.....o'clock .....P.....M., to consider and act

upon the following matters:

The trustee has petitioned for leave to sell "a parcel of real property located four miles east of Florence, Oregon, at private sale to Freight Forwarders Limited for the sum of $30,000.00, the legal description of which is as follows:

> Number parcel 300 on map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South Range 11 W of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the ¼ corner between Sections 16 and 21 of said Township and Range thence Southwesterly 1,220.0 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said ¼ corner. Thence North 19 degrees 30 minutes West 520.0 feet to the point thence North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township and range thence North 89 degrees 46½ minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon, ALSO beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the ¼ corner between Sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Southeasterly right of way line of said railroad to its intersection with the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said ¼ corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said Highway to the true point of beginning in Lane County, Oregon containing more or less 15.61 acres."

As expenses of the sale, the trustee has petitioned for authority to purchase a title insurance policy on the property and to pay one-half an escrow fee.

The trustee's petitions will be heard at the meeting.

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING COMPANY, dba Klamath Rock Products; Klamath Paving; Pacific Sand and Gravel Company; Page Paving Company, Central Paving Company; Central Rock Products and
PACIFIC SAND AND GRAVEL COMPANY, dba Central Paving Company; and Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company

Bankrupt.

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioner's Hearing Room, Second Floor, Courthouse Annex, in the Main Street,
city of Klamath Falls, State of Oregon, on the

15th day of December, 19 76, at 2:50 o'clock P M., to consider and act upon the following matters:

The trustee has petitioned for leave to sell "a parcel of real property located four miles east of Florence, Oregon, at private sale to Freight Forwarders Limited for the sum of $30,000.00, the legal description of which is as follows:

> Number parcel 300 on map 181121 beginning at a point where the Northwest right of way line of the Southern Pacific Railroad intersects the North line of Section 21, Township 18 South Range 11 W of the Willamette Meridian, that point being South 3.7 feet and West 936.6 feet from the ¼ corner between Sections 16 and 21 of said Township and Range thence Southwesterly 1,220.0 feet more or less along the Northwesterly right of way of said railroad to a point that bears South 643.0 feet and West 2,066.6 feet from said ¼ corner. Thence North 19 degrees 30 minutes West 520.0 feet to the point thence North 18 degrees 0 minutes East 151.6 feet more or less to a point on the North line of Section 21 of said Township and range thence North 89 degrees 46½ minutes East 1,171.9 feet more or less along the North line of said Section to the true point of beginning in Lane County, Oregon, ALSO beginning at the intersection of Northwesterly right of way line of State Highway #36 and the Southeasterly right of way line of Southern Pacific Railroad said point bearing South 107.4 feet and West 195.4 feet from the ¼ corner between Sections 16 and 21 Township 18 South, Range 11 West of the Willamette Meridian; thence Southwesterly on the Southeasterly right of way line of said railroad to its intersection with the Northwesterly right of way line of said highway said point bearing South 1,821.8 feet and West 3,055.1 feet from the said ¼ corner thence North 50 degrees 12 minutes East 2,678.3 feet along the Northwesterly right of way line of said Highway to the true point of beginning in Lane County, Oregon containing more or less 15.61 acres."

As expenses of the sale, the trustee has petitioned for authority to purchase a title insurance policy on the property and to pay one-half an escrow fee.

The trustee's petitions will be heard at the meeting.

DATED: December 2, 1976, at Eugene, Oregon.

2 cys rec'd
1 - Lee Nead
1 - Staff file
cy. Rubin
Feasey
Haag
Dailey
12-3-76

RECEIVED
STATE HWY ENGR
DEC 3'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8279

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-132		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Klamath
MODIFICATION NUMBER 1	11-9-76	Project Number HHS-26(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 229,712	$ 243,732
Federal funds	$ 206,740	$ 219,358
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity and approved SFO No. 5

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of November, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. S. Quest
(Division Administrator)
G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, November 5, 1976

Federal Aid Project
No. HHS-26(10)

Modoc Point (Units C and D) Section
The Dalles-California Highway in Klamath County

Revised Project Agreement Estimate.

Type Code Y007
Rock Fallout Protection (Sta. 724+00 to St. 789+04.63)

Subtotal on previous estimate of September 2, 1975			$208,829.70
Previous estimate			
Dump Truck	640 hr.	21.50	13,760.00
Revised Estimate			
Dump Truck	1,070 hr.	21.50	23,005.00
SFO 5 Extend Rock Fallout Barrier	All Required		3,500.00
			$ 26,505.00
	Increase		$ 12,745.00
	Subtotal		$221,574.70
	Engineering		22,157.30
	TOTAL		$243,732.00

Length of Project	0.0 Mile
Federal Funds	$219,358.00
State Funds	24,374.00
TOTAL	$243,732.00

Group 1 - 100%
Contract No. 8279
Prefix 18-1028

6-2-4 9-1-75 STATE COPY

Form Approved, O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE: Oregon COUNTY: Klamath PROJECT NO.: HHS-26(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 0.93 mi. S. of Modoc Point, S. 0.95 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-23-75	0.00
OTHER *(Specify)*		

FUNDS: Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 229,712	$ 206,740

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

. . Project
General Files

Oregon State Highway Division
Salem, Oregon, September 2, 1975

Federal-aid Project
No. HHS-26(10)

MODOC POINT (UNITS C AND D) SECTION
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

Project agreement estimate.

Type Code Y007
Rock Fallout Protection (Sta. 724+00 to Sta. 789+04.63)

Mobilization	All Required		$ 31,725.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	290 sq.ft.	5.00	1,450.00
Flagmen	480 hour	15.00	7,200.00
Removal of Structures and Obstructions	All Required		1,000.00
General Excavation	900 cu.yd.	2.25	2,025.00
Granular Embankment Material	375 cu.yd.	7.30	2,737.50
Tractor w/angle Dozer and Winch, 120 H.P.	160 hour	45.00	7,200.00
Tractor w/angle Dozer and Ripper, 385 H.P.	160 hour	88.00	14,080.00
Loader	160 hour	45.00	7,200.00
Dump Truck	640 hour	21.50	13,760.00
Laborer	320 hour	16.50	5,280.00
Finishing Roadbed and Slopes	All Required		1,000.00
1" - 0 Aggregate Base	215 ton	7.45	1,601.75
Class "B" or Class "C" Asphalt Concrete	720 ton	19.80	14,256.00
Guard Rail, Type 2A	838 lin.ft.	9.85	8,254.30
Guard Rail Anchors, Type 1	2 only	350.00	700.00
Concrete Barrier	1,488 lin.ft.	5.30	7,886.40
Guide Posts	5 only	15.00	75.00
Rock Fallout Barrier	825 lin.ft.	45.15	37,248.75
Rock Protection Fence	475 lin.ft.	50.00	23,750.00
			$188,929.70

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,000.00
Railroad Protective Cost	All Required		11,200.00
State-furnished Railroad Rail (30-ft. rail)	220 only	15.00	3,300.00

State-furnished Guardrail (12.5-ft. sect.)	1,100 only	4.00	4,400.00
			19,900.00
	Subtotal		$208,829.70
	Engineering		20,882.30
	TOTAL		$229,712.00

Length of Project 0.00 mile

Federal Funds	$206,740.00
State Funds	22,972.00
TOTAL	$229,712.00

Group 1 100%

Contract No. 8279

Prefix No. 18-1028

8279

15

September 3, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8279 awarded to Klamath Paving Co. for work on the Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County was completed on June 30, 1976, and accepted by the State Highway Engineer on September 1, 1976.

Final payment in the amount of $10,511.31 will be sent to United Pacific Insurance Company after September 9, 1976. The total contract amount is $210,722.33 including $753.47 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. M. Williams

8279

August 18, 1976

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Gentlemen:

Reference is made to your letter of August 13 stating that your claim in the amount of $11,637.10 should be reinstated as it was originally filed on March 22, 1976.

You state this is in reference to the Klamath Paving Co. Contract No. 8279, Modoc Point (Units C & D), The Dalles-California Highway in Klamath County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

8-18 noted on card sr

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

August 13, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, OR 97310

ATTN: Cecil Head

Gentlemen:

We wish to notify you that our claim in the amount of $11,637.10 against the bond taken from Klamath Paving Co. and United Pacific Insurance Co. for Contract No. 8279, Modoc Point (Unit C & D) Section which was released by our letter dated July 26, 1976 should be reinstated as it was originally filed on March 22, 1976.

We were paid by United Pacific Insurance Co. in return for our rights in this claim against Klamath Paving; therefore, our claim as originally filed should not have been released.

Sincerely,

Larry Arnold

Larry Arnold
Accountant

LA/sls

CC: United Pacific Insurance Co.
Bond Claim Department
728 St. Helens Avenue
Tacoma, WA 98402

RECEIVED
AUG 16 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
W. HEAD

8279

BK-10-S

IN THE
8-17-76
United States District Court

FOR THE

.....District of Oregon.....

.....Division

RECEIVED
STATE HWY ENGR
AUG 18 '76
REFER TO
FOR
Info | Invcs | R/D | D/R | Sign | Act | File

IN THE MATTER OF THE CONSOLIDATED ESTATES OF
PACIFIC CRUSHING CO., dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co.; and Central Rock Products; and
PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; and Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company
Bankrupts

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Bankruptcy Courtroom #410, United States Federal Building, 211 East 7th Street in the city of Eugene, State of Oregon, on the 27th day of August, 19 76, at 10:00 o'clock A M., to consider and act upon the following matters:

The trustee of the above entitled estates, Jack L. Dempsey, has petitioned the Court for an Order authorizing the appointment of Robert Fraser, of Luvaas, Cobb, Richards & Fraser, Attorneys at Law, 777 High Street, Eugene, Oregon, as the trustee's attorney to litigate the cause of Pacific Crushing Company dba Klamath Rock Products vs. Weyerhaeuser Company in Civil Case No. 75-293 in the United States District Court for Oregon, on a contingent fee basis of 33 1/3 percent of the recovery as the attorney fee, with the trustee to pay all costs advanced in the litigation. The above petition will be heard at the meeting.

and transact such other business as may properly come before the meeting.

Dated at Eugene, Oregon, August 17, 19 76.

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8279

MR. HEAD

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

cc to Jack Sallis
KW

August 11, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Dear Mr. Burgoyne:

Pacific Crushing Co. DBA Klamath Paving Co.

Reference your July 28, 1976 letter inquiring about the contracts bonded by United Pacific for Klamath Paving Company. The records of United Pacific indicate they have paid losses, received contract funds, and incurred expenses as set forth below on the following State of Oregon highway projects:

Claim #	Job	Loss Paid	Job Funds Received	Expenses Paid	Total
01647	OSH 8279 Modoc Point	$ 63,017.07	$-24,177.20	$177.62	$39,017.49
01667	OSH 8210 Barkley-Springs	44,061.78	-17,957.30	103.61	26,208.09
01694	OSH 8238 - Link River-Bisbee	5,202.44			5,202.44
		$112,281.29	$-42,134.50	$281.23	$70,428.02

Further losses will be incurred by United Pacific in completing the various bonded projects and for payment of claims and/or suits brought against United Pacific's bond on the bonded projects. Also, there are contract funds to be received for completion of the work on the projects.

As you also know, there are claims and disputes still pending which arise out of the Klamath Paving subcontracts to S. D. Spencer & Son on OSH Contract No. 7970 and on the J. D. Dutton subcontract relating to the Federal Highway project at the west entrance of Crater Lake. Because of the additional claims and possible litigation against its bonds, United Pacific expects to incur further loss, cost and expenses in addition to the $70,428.02 incurred to date on the bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department
ljh
cc. Kobin & Meyer

RECEIVED
AUG 16 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
W. HEAD

8279

13

August 2, 1976

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold

Gentlemen:

Thank you for your letter of July 26 advising us that your claim in the amount of $11,637.10 against the bond taken from Klamath Paving Company and United Pacific Insurance Company was paid in full on April 26, 1976.

Our records indicate that this was in reference to the Klamath Paving Company Contract No. 8279, Units C and D of Modoc Point Section in Klamath County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

United Pacific Ins. Co.
Fidelity and Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

ED 0

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

July 26, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, OR 97310

ATTN: Cecil Head

Gentlemen:

We wish to notify you that our claim in the amount of $11,637.10 against the bond taken from Klamath Paving Co. and United Pacific Insurance Co. for Contract No. 8279, Modoc Point (Unit C & D) Section was paid in full on April 26, 1976 and can be released.

If you have any questions, please let me know.

Sincerely,

Larry Arnold

Larry Arnold

LA/sls

RECEIVED
JUL 27 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8-79

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 30, 1976

Burgoyne & Thompson
Central Public Accountants
731 Main Street
Klamath Falls, OR 97601

Re: Pacific Crushing Co. dba Klamath Paving Co.
Contracts 8210, 8238, 8279

Since March 18, 1976, the Highway Division has made payment on the above contracts with Klamath Paving Co. directly to the bonding company, United Pacific Insurance Co. Please see the attached assignments by Klamath Paving Co. to United Pacific Insurance and related correspondence.

(1) Contract 8210, estimate 8SF, warrant 41107, $17,957.30. Picked up at Highway Building March 18, 1976 by Robert L. Miller of United Pacific Insurance Co.

(2) Contract 8238, estimate 7PF, $1,046.80, dated July 21, 1976. Currently out to United Pacific Insurance for signature before payment.

(3) Contract 8279, estimate 5SF, warrant 42313, $17,376.08. Mailed to United Pacific Insurance Co. on March 24, 1976.
Contract 8279, estimate 6SF, warrant 4186, $6,801.12. Warrant is in process unmailed as of this date.

Vernon E. Skoog, Controller

by _____
Janice Peterson
Contract Payment Executive

Encl.

cc: Robert A. Sandman
Jack Sollis
Robert D. Church

Form 81-734-2122

8279

7-28-76

BK-16-S

IN THE

United States District Court

FOR THE

.....District of Oregon.....

.....Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING CO. dba Klamath Rock Products; Klamath Paving; Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. and Central Rock Products: and PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company Bankrupts	IN BANKRUPTCY NO.s B76-657 B76-658 B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Third Floor, Courthouse Annex, in the Main Street
city of Klamath Falls, State of Oregon, on the

11th day of August, 19 76, at 2:00 o'clock P. M., to consider and act

upon the following matters:

The trustee has applied for leave to sell the following described property to Specialized Service of Klamath Falls, Oregon, for the sum of $63.57:

1-9-800 Delco Remy; 1-D-617 Delco Remy; 1-D-616 Delco Remy; 1-D-1110 Delco Remy; 1-D-111 Delco Remy; 2-F-100PV Delco Remy; 1-D10-[illegible] Delco Remy 1-C-101 PV Delco Remy; 1-D-407 Delco Remy; 1-F-400 Delco Remy; 2-F-202 Delco Remy; 1-A-202 Delco Remy; 1-D-201 Delco Remy; 1-F-102PV Delco Remy; 1-D-203 Delco Remy; 1-27-4 Hollet; 1-29-29 Hollet; 1-27-52 Hollet; 1-16-93 Hollet; 6-BTF-31 Auto Lite Plugs; 1-RS-8 Auto Lite Cap; 1-DC13A Auto Lite cond; 1-68028 Cole Hersee; 1-55021 Cole Hersee; 3-S-83D Champion; 1-CJ-8 Champion; 2-D-16 Champion; 3-UJ-116 Champion; 5-R-45 AC; 2-C83T AC; 1-[illegible]4000 KYSOR 175 ; 1-175 Sig Stat; 1-294623 Briggs & Stratton; and 1-20[illegible] National; to sell

55 Gates Belts; 109 AC Filter Elements and 30 Lamps (head-light bulbs) to Doty & VanDyke, Inc. of Klamath Falls, Oregon, for the sum of $[illegible].47; to sell the Bly, Oregon 1½-0 rock for $2.30 per yard and the Bly, Oregon 3/4-0 rock for $2.30 per yard to Klamath Cement Cutting and Paving Company; to sell the Klamath Falls 4-0, 1½-0 and 3/4-0 rock for $3.20 per yard to Klamath Cement Cutting and Paving Company to sell the 1/4-0, 1½-3/4 for $3.40 per yard and the Klamath Falls 3/4-1/2 and 1/2-1/4 for $3.40 per yard from the Oregon State Highway property stock pile and $3.80 per yard from the State Land Board Property to Custom Rock and Paving Company.

The trustee has also applied to abandon personal property of the bankruptcy estates held under a lease consisting of a 1972 Speci, Body 2U, Serial #KW 2[illegible] office trailer including front porch skirting material, drapes, carpets and screens on the grounds that said property has no realizable value and the estate is no longer in control of the land on which the trailer is located.

The trustee's applications will be heard at the above-named place and time.

DATED: July 28, 1976, at Eugene, Oregon

RECEIVED
STATE HWY ENGR

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, Eugene, Oregon 1[illegible]

PACIFIC SAND & GRAVEL COMPANY, dba Central Paving Co.; & Central Rock Products; and
PAGE PAVING COMPANY, dba Central Rock Products; and Central Paving Company
---------- Bankrupts

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Commissioners Hearing Room, Third Floor, Courthouse Annex, in the Main Street
city of Klamath Falls, State of Oregon, on the

11th day of August, 19 76, at 2:00 o'clock P M, to consider and act

upon the following matters:

The trustee has applied for leave to sell the following described property to Specialized Service of Klamath Falls, Oregon, for the sum of $63.57:

1-9-800 Delco Remy; 1-D-617 Delco Remy: 1-D-618 Delco Remy; 1-D-1110 Delco Remy; 1-D-111 Delco Remy; 2-F-100PV Delco Remy; 1-D104[illegible] Delco Remy 1-C-101 PV Delco Remy; 1-D-407 Delco Remy; 1-F-400 Delco Remy; 2-F-202 Delco Remy; 1-A-202 Delco Remy; 1-D-201 Delco Remy; 1-F-102PV Delco Remy; 1-D-203 Delco Remy; 1-27-4 Hollet; 1-29-29 Hollet; 1-27-52 Hollet, 1-26-93 Hollet; 6-BTF-31 Auto Lite Plugs; 1-RS-8 Auto Lite Cap; 1-DC13A Auto Lite cond; 1-68028 Cole Hersee; 1-55021 Cole Hersee; 3-S-83D Champion; 1-CJ-8 Champion; 2-D-16 Champion; 3-UJ-116 Champion; 5-R-45 AC; 2-C83T AC; 1-[illegible]4000 KYSOR 175 o; 1-175 Sig Stat; 1-294628 Briggs & Stratton; and 1-204[illegible] National; to sell

55 Gates Belts; 109 AC Filter Elements and 30 Lamps (head-light bulbs) to Moty & VanDyke, Inc. of Klamath Falls, Oregon, for the sum of $[illegible].47; to sell the Bly, Oregon 1½-0 rock for $2.30 per yard and the Bly, Oregon 3/4[illegible] rock for $2.30 per yard to Klamath Cement Cutting and Paving Company; to sell the Klamath Falls 4-0, 1½-0 and 3/4-0 rock for $3.20 per yard to Klamath Cement Cutting and Paving Company to sell the 1/4-0, 1½-3/4 for $3.40 per yard and the Klamath Falls 3/4-1/2 and 1/2-1/4 for $3.40 per yard from the Oregon State Highway property stock pile and $3.80 per yard from the State Land Board Property to Custom Rock and Paving Company.

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The trustee's applications will be heard at the above-named place and time.

DATED: July 28, 1976, at Eugene, Oregon

RECEIVED
STATE HWY ENGR
JUL 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MICHAEL R. HOGAN, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon [illegible]

8279

July 14, 1976

Mr. John P. Tribe
144 Jay Street
Klamath Falls, OR 97601

Dear Mr. Tribe:

Thank you for your recent letter expressing concern over the possible defeat of Ballot Measure No. 8 which would increase the state gasoline tax by one cent and weight-mile taxes on heavy vehicles by 26 percent.

8279-H

I share your concerns. The passage of this ballot measure is imperative in order for the Department to adequately maintain the state's highways. However, the Oregon Constitution delegates to the people themselves the right to exercise their judgment on revenue measures through the initiative and referendum process. This right is guaranteed in Article 4, Section 1 of the Oregon State Constitution which states in subsection 3A:

> "The people reserve to themselves the referendum power, which is to approve or reject at any election any act or part thereof, of the legislative assembly that does not become effective earlier than 90 days after the end of the session at which the act is passed."

When the people of Oregon vote in November, I hope they appreciate that there has not been an increase in the Oregon gasoline tax since October 1967 and that, in many cases, the weight-mile taxes paid by heavy vehicles are actually lower today than in 1952. Unfortunately, even if the revenue increase is approved, the Highway Division (and counties and cities) will still face serious revenue shortages.

Your comments in regard to the rock fall problem at Modoc Point have been discussed with our design and construction staff.

Our first project, completed in 1974, consisted of moving the roadway toward the lake to provide 20- to 30-foot wide fallout pockets behind a precast concrete shoulder barrier. Unfortunately, in two areas this did not catch all the rocks. So, this last year, two sections of rock fallout barrier were constructed using railroad rails for posts and guardrail members for the wall. These were placed opposite the chutes or gulleys down which most of the rocks fall. Sections of chain link fence were hung in three areas to extend the protection of these walls. Since these installations, the problem of rocks on the road has been minimal and no accidents have been reported; however, an additional length of the fallout barrier is presently being installed by our maintenance people where necessary.

As you suggest, this work is expensive. Each project has provided substantial improvements and our people will continue to monitor the area and continue the work as appropriate.

The use of steel mesh was considered in this area along with several other alternates but was not utilized after studying the large area and the problems of anchoring the mesh in the rock face which is continually degrading.

I appreciate your interest in our problems and assure you we will attempt to take the most cost-effective steps to protect the motoring public here and in the many other areas that call for the limited funds available.

Sincerely,

F. B. Klaboe
Chief of Operations

bc: Fred Miller
H. S. Coulter
E. S. Hunter
J. H. Versteeg
Carl Williams

LH:cjw (Road Design) srb

Mr. F.P. Klabon, Administrator
Oregon State Highway Division
Highway Bldg
Salem, Oregon

1424 Jay Street
Klamath Falls, Oregon 97601
June 22, 1976
AM.

Dear Mr. Klabon,

The Oregonian this morning brings real disturbing news to my wife and I. We fought so valiantly to present just such a stance on building and maintaining our Oregon highways which, I may add, after seeing many state highways on the East Coast, are the best we've seen. However much remains to be done we both know.

You Mr. Klabon may wish and I wrote 121 letters to our state Legislators and 6 to Governor McCall & Sec Straub to get a 2¢/gal ext. gasoline tax and increased weight mile taxes, also horse power vehicle taxes, also truck flaps on tires. We were a little disappointed in the final outcome, but at least most of our postage we felt went for a good cause. Now Mr. Klabon according to the Oregonian article, we learn the whole thing re: gas tax increase and weight mile tax increase will have to be voted on by the voters in November!!! What a revolting development!! Given the mood of our voters today these 2 items won't stand a rock hard, solid ice snowballs chance in Hell of ever passing. How in the world could such a thing ever happen? My wife and I were under the impression that when the Legislature & Governor passed and signed these 2 items that they were the law of the land!! God help us!! No wonder we are in such a hell of a mess !!!!!

Also, Mr. Klabon the rock embankment containment project at Algoma (Modoc Point on U.S. 97, 10-17 miles north of Klamath Falls is ONLY PARTIALLY successful. Why? Because the rocks still bounce off the cliff OVER the low esthetic fancy concrete wall and ON THE HIGHWAY!! Did you run out of money? My wife and I noted that on a VERY SMALL portion you added a link fence ON TOP of the wall about 10 feet high. This is very good! But it is only for a VERY, VERY, SHORT DISTANCE and the rocks bounce out on the highway where the link fence DOES NOT exist. Thus, can you continue the addition of the link fence ON TOP of the low, esthetic looking, concrete graded wall? Why? To keep the small, medium, & large rocks out of the 2 lanes of traffic. If you ran out of money, that is a good and only EXCUSABLE reason the present very low concrete wall is as effective as the old time stone wall which was breached in many places by large boulders in the past. Strong steel mesh anchored down with CRISS CROSS cables as in Washington & California on the cliff face is much more satisfactory, Mr. Klabon.

Please answer. Thanks.

Sincerely,

Sob. P. Inot in Crum Bunt to rule kishkumen

Also, Mr. Klaboe the rock embankment containment project at Algona Modoc Point on U.S. 94, 10-17 miles north of Klamath Falls is ONLY partially successful. Why? Because the rocks still bounce off the cliff over the low, esthetic, fancy, concrete wall and ON THE HIGHWAY! Did you run out of money? My wife and I notice that a VERY SMALL PORTION you added a link fence on top of the wall about 10 feet high. This is very good!. But it is only for a VERY, VERY, SHORT DISTANCE and the rocks bounce out on the highway where the link fence DOES NOT exist. Thus, can you continue the addition of thelink fence ON TOP of the low, esthetic looking, concrete garded wall? Why? To keep the small, medium and large rocks out of the 2 lanes of traffic. If you ran out of money that is a good and only viable excuse because the present very low concrete wall is as effective as the old time stone wall which was breached in many places by large boulders in the past!. Strong stell mesh, anchored down with criss-cross cables as in Washington and California on the cliff face is much more satisfactory, Mr. Klaboe. Please answer.

8279

FORM 81-734 9/61

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Modoc Point (Units C & D)

CONTRACTOR: Klamath Paving Co.

DATE OF CONTRACT: August 19, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN _____ SUPERVISION _____

PROJECT AUTHORIZATION: $ 237,021.71

EXCLUSIVE OF ENGINEERING: $ 218,227.04

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 230,307.04

ESTIMATED PERCENT OVERRUN XXXXXX: 5.5 %

SECTION: Modoc Point (Units C & D)

HIGHWAY: The Dalles-California

KIND OF WORK: Grading, Paving & Rock Fallout Protection

CONTRACT NUMBER: 8279

DATE WORK STARTED: September 8, 1976

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 125

SPECIFIED COMPLETION DATE

ENGINEERING AUTHORIZATION: $ 18,794.67

Exp. This Week: 667.00

ENGINEERING COST TO DATE: $ 11,377.00

PERCENT OF AUTHORIZATION: 61 %

WEEK ENDING: July 9, 1976

SECTION PREFIX: 18-1028

COUNTY: Klamath

FEDERAL AID PROJECT NUMBER: HHS-26 (10)

ESTIMATED COMPLETION DATE: June 30, 1976

WORK DAYS USED

CALENDAR DAYS USED: 120

PERCENT OF TIME ELAPSED: 96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Engr. 100

DATE PROJECT WAS COMPLETED: June 30, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	GRADING (Conc. Barrier)	BASE (GRADING)	OIL AND/OR PAVE (SURFACING)	MAT'L PROD (MAINTENANCE MATERIALS)	Fallout Barrier (OIL & BITUMINOUS MACADAM)	Rock Prot. Fence (PAVING)
-	100	100	100	100	100	100

MILES IN PROJECT		0.39	0.39			0.39
MILES PARTIALLY COMPLETED		-	-			-
MILES COMPLETED		0.39	0.39			0.39
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1275 C.Y.	215 Ton			720T- 47T
TOTAL QUANTITIES CORRECTED TO DATE		375 C.Y.	110 Ton			1,056T- 67T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		375 C.Y.	110 Ton			" "
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Scattered Clouds-Mild			-	
MONDAY	Clear-Hot 85°			-	
TUESDAY	" " "			-	
WEDNESDAY	Cldy. Light Showers-Warm			-	
THURSDAY	Clear & Warm			-	
FRIDAY	" "			-	
SATURDAY	" "			-	

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JUL 12 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See Remarks.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel completed the semi-final data this week.

The final estimate will be delivered to region office next week.

This is the final report for the project.

SIGNED E. J. Dunn LOCATION Klamath Falls

CC: Const. (3)
region (1)
File (1)

PRINT RESIDENT ENGINEER SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

#8279

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 7, 1976

Burgoyne & Thompson
Certified Public Accountants
731 Main Street
Klamath Falls, Oregon 97601

Subject: Klamath Paving Company
(Pacific Crushing Co.)

Attn: Mr. Fred Burgoyne

Price Agreement No. 3 on Contract No. 8238, Link River-Bisbee Street, was signed by Mr. Gerald C. Lyon of United Pacific/Reliance Insurance Company, and submitted to this office for processing on June 11, 1976. Payment will be made in the normal manner when the Price Agreement is approved.

There are two (2) items on Contract 8238 that are unresolved at this time. I am waiting for additional information to be submitted by Mr. McDowell on an item involving work at a railroad crossing. Mr. McDowell is also to provide additional information relative to the time overrun on the project. At this time no other claims are outstanding or known. All retainage has been paid on this contract.

On Contract 8210, Barkley Springs-Algoma Road, all contract work is complete. All that remains is repair of some patching done last fall. I anticipate the repair work to be done this week. No payment will be made for the patching repair work. The semi-final estimate was submitted February 17, 1976 for processing. A minor amount of retainage is being held to cover A.C. penalty assessments. The amount is $100. or less.

On Contract 8279, Modoc Point (Units C & D), the overlay work required by Price Agreement No. 2 was completed satisfactorily last week. Payment for that work will be made by monthly estimate in the routine manner. The semi-final estimate will be submitted as soon as field computations are complete. I am expecting information from Mr. McDowell relative to an approximate $2,500. claim.

I hope this will answer your request for claim status on the respective contracts. If you have any further questions, please contact me.

RECEIVED
JUL 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RAS:pw

Robert A. Sandmann
Regional Construction Engineer

MAILED
C. W. HEAD

cc: Robert L. Miller, Arnie McDowell
Cecil W. Head, Jack Sollis, E.J.Dunn, C.T. Keasey

81-734-3122

BURGOYNE & THOMPSON
CERTIFIED PUBLIC ACCOUNTANTS
731 MAIN STREET PHONE 884-4111
KLAMATH FALLS, OREGON 97601

FRED BURGOYNE, C.P.A.
ROGER W. THOMPSON, C.P.A.

June 30, 1976

RDE RE RME RDE FAE
RTE RECEIVED ENV
RUE JUL 1 1976 RDE
RSO REGION 4 RBE
ASSIGNED

Mr. Robert A. Sandmann
Regional Construction Engineer
State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Pacific Crushing Co.

Dear Mr. Sandmann:

In your letter of April 12, 1976 to the Klamath Paving Company, you enclosed Form A-169-5M for acceptance. As you well know, all the companies involved with Pacific Crushing Co. have filed bankruptcy proceedings and we are trying to find out just what the status of the contract claims against the Highway Division are. Will you please send us your accounting of the contractors' claims under OSHD Contract #8210 and 8279?

We understand that you have been working with United Pacific Indemnity Company and Arnie McDowell, the former secretary-treasurer of Pacific Crushing Co., to settle these claims.

We wish to thank you for your cooperation.

Very truly yours,

FB:wh

Accountant for
Trustee in Bankruptcy

7-2-76

BK-10-C

IN THE

United States District Court

FOR THE

District of Oregon

Division

IN THE MATTER OF THE CONSOLIDATED ESTATES OF PACIFIC CRUSHING CO. dba Klamath Rock Products Klamath Paving Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. & Central Rock Products and PACIFIC SAND & GRAVEL COMPANY. dba Central Paving Co.; & Central Rock Products; and PAGE PAVING CO. dba Central Rock Products; & Central Paving Company

Bankrupt.s

IN BANKRUPTCY

NO.s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named bankrupt,
☒ A hearing in said cause,

will be held at Equity Courtroom, Third Floor County Courthouse, in the city of Klamath Falls, State of Oregon, on the 14th day of July, 19 76, at 2:20 o'clock P. M., to consider and act upon the following matters:

The trustee has applied for leave to sell equipment of the Bankrupt at public auction upon securing stipulation from secured creditors that such sale be made with the proceeds of the sale to be charged with valid perfected security interests and for leave to employ Wershow-Ash-Lewis of Portland, Oregon, at a commission of 5%, with the trustee responsible for assembling painting and cleaning the equipment, the auctioneer to pay all other costs of sale.

The trustee has also applied for leave to sell at private sale. a Bitumals trailer and pump to Klamath Cutting Company for $250.00 salvaged lumber parts from Copeland Lumber Yard fire to Creative Sales Research of Klamath Falls for $400.00 and a lot of Terex parts to Interstate Tractor and Equipment Company of Portland Oregon for $1,049.49.

The trustee has also applied for leave to employ Klamath Cement Cutting Co. to remove a crusher from the Klamath Falls, Oregon pit, on an hourly rate of $41.10 based upon furnishing necessary tools and 4 men and an estimated maximum of 40 required hours.

The trustee has also applied for leave to list real property of the estate situated in Klamath County Oregon, and Lane County, Oregon, for sale with J. Bruce Owens for sale at private sale and/or realtors to be selected, which property is more fully described in Schedule B-1 of the Bankruptcy Petition B76-657; PACIFIC CRUSHING COMPANY the trustee to reserve the right in any such listings to make prior sale without obligation to the realtor by sale through public auction.

The trustee has also applied for leave to sell at private sale explosives located at the Klamath Falls plant of Pacific Crushing Company to C.F.I. Inc., for the sum of $3 521.41. Sale is represented as being imperative to avoid theft and danger.

The trustee's applications will be heard and acted upon at the above-named time and place.

ENTERED at Eugene, Oregon, July 2 1976.

ST/ S

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335

...CRUSHING CO. dba Klamath Rock Products; Klamath Paving Pacific Sand & Gravel Co.; Page Paving Co.; Central Paving Co. & Central Rock Products and PACIFIC SAND & GRAVEL COMPANY. dba Central Paving Co.; & Central Rock Products; and PAGE PAVING CO. dba Central Rock Products; & Central Paving Company

---------- Bankrupt.s

IN BANKRUPTCY

NO. s B76-657
B76-658
B76-659

NOTICE OF MEETING OF CREDITORS OR HEARING

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☒ **A hearing in said cause,**

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ENTEPED at Eugene, Oregon, July 2 1976.

ST...

JUL 6 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

8279

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 22, 1976

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma, WA 98402

Attn: Robert L. Miller
Bond Claim Dept.

Re: Prevailing Wage Rates
Klamath Paving Co. Projects
Contracts 8210, 8238, & 8279

Dear Mr. Miller:

Thank you for your prompt attention to the matter of the unpaid fringe benefits for the operating engineers that were employed by Klamath Paving Co. on the subject contracts. We have received your checks totaling $4,522.79 made out to the Operating Engineers Trust Fund and have sent them on to Mr. Booth of that organization. A copy of my letter to Mr. Booth is enclosed.

Also enclosed, per your request, are copies of pertinent Klamath Paving Co. certified payrolls. It was these payrolls that were used to determine the amount of fringe benefits earned by the covered employees during the September through December, 1975 period.

I learned in a telephone conversation this afternoon with James M. Martin, attorney for Concrete Products Inc., that Concrete Products will pay the prevailing wage rates for laborers employed by that firm in fabricating barriers for Contract 8210, Algoma-Barkley Springs. Mr. Martin says they will send a letter stating that they are paying under protest and that we should receive checks made out to the individuals within the next few days. It is my understanding that the letter of protest is solely to assure that the payment cannot be taken as a precedent that could prejudice their case in any possible future wage rate dispute.

Please forgive my delay in formally acknowledging receipt of your checks but I have been expecting to receive word from Concrete Products regarding their intentions and wanted to include that information. When we receive their checks, I will send you a copy of our letter acknowledging receipt.

Very truly yours,

C. T. Keasey
Construction Engineer

By
Warren Richards
Labor Compliance Officer

WR:mk

Attach.

cc: Cecil Head
Jack Sollis

FORM 81-734 1001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Modoc Point (Units C & D)

CONTRACTOR: Klamath Paving Co.

DATE OF CONTRACT: August 19, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: - SUPERVISION: -

PROJECT AUTHORIZATION: $ 237,021.71

EXCLUSIVE OF ENGINEERING: $ 218,227.04

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 218,227.04

ESTIMATED PERCENT OVERRUN / UNDERRUN: - %

SECTION: Modoc Point (Units C & D)

HIGHWAY: The Dalles-California

KIND OF WORK: Grading, Paving & Rock Fallout Protection

CONTRACT NUMBER: 8279

DATE WORK STARTED: September 8, 1975

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 125

SPECIFIED COMPLETION DATE:

ENGINEERING AUTHORIZATION: $ 18,794.67

Exp. This Week

ENGINEERING COST TO DATE: $ 10,710.00

PERCENT OF AUTHORIZATION: 57 %

WEEK ENDING: June 19, 1976

SECTION PREFIX: 18-1028

COUNTY: Klamath

FEDERAL AID PROJECT NUMBER: HHS-26 (10)

ESTIMATED COMPLETION DATE: July 8, 1976

WORK DAYS USED:

CALENDAR DAYS USED: 110

PERCENT OF TIME ELAPSED: 88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 Incl. Engr.

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Fallout Barrier	Rock Prot. Fence
-	Conc. Barrier 100	100	74	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.39	0.39			0.39
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.39	0.39			720T- 47T
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1275 C.Y.	215 Ton			934T-61T
TOTAL QUANTITIES CORRECTED TO DATE	375 C.Y.	110 Ton			694T-45T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	375 C.Y.	110 Ton			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Clear-Mild			-	
MONDAY	Clear-Mild			-	
TUESDAY	Clear-Warm A.M. Cloudy-Wind P.M.			-	
WEDNESDAY	Clear-Warm			-	
THURSDAY	Clear-Warm			-	
FRIDAY	Clear-Warm			-	
SATURDAY	Clear-Warm			-	

Routing

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

Richards
Glenn
Berg

RECEIVED
JUN 21 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See remarks.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

A stop Work Order was issued December 25, 1975 for an indefinite period, pending suitable weather.

No other activity.

The bonding firm, United Pacific Reliance Company, have been notified the specified Calendar Days will commence June 21, 1976.

SIGNED E. J. Dunn LOCATION Klamath Falls

CC: Const. (3)
Region (1)
File (1)

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8279

15

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 17, 1976

United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

ATT: Mr. Robert L. Miller, Bond Claim Department

SUBJECT: Contract No. 8279 - Modoc Point (Units C & D)

Based on our discussions in Salem on June 8, 1976, that work on Contract No. 8279 would start within the two weeks following the meeting calendar day, charges will commence beginning with Monday, June 21, 1976. At that time, fifteen (15) calendar days will remain on the contract to complete remaining work.

To date, no word has been received on the exact date when work will begin.

Robert A. Sandmann
Regional Construction Engineer

RAS:mr

cc: Arnie McDowell
E. J. Dunn
Cecil W. Head
Jack Sollis

RECEIVED
COMM
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 16, 1976

Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

Re: Fringe Benefit Payments
Klamath Paving Co.
Contracts 8210, 8238, 8279

Attn: Alfred R. Booth
Delinquency Coordinator

Dear Mr. Booth:

Attached you will find checks made out to the Operating Engineers Trust Fund totaling $4,522.79. This is payment for the September through December, 1975 fringe benefit payments required as part of the prevailing wage rates specified by the subject contracts. A list of the employees and the amounts that their accounts should be credited is attached. This information was taken from copies of certified contractor payrolls.

As you are probably aware, Klamath Paving Co. has filed bankurptcy and the checks therefore have been issued by the bonding company. The amount of payment is less than the $11,963.91 that you reported as unfinded in your March 1, 1976 letter to our resident engineer, partially due to the fact that not all of the company employees were covered by the prevailing wage rates of our contracts. Another reason for the difference in payment is that the contract prevailing wage rates are established at the time of bidding and are not necessarily the same as current union rates.

If you have any questions, please contact Warren Richards, phone number 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Labor Compliance Officer

cc: C. W. Head
Jack Sollis
Robert L. Miller,
United Pacific Ins. Co.

WR:mk

Attach.

Form 81-734-3122

UNITED PACIFIC/RELIANCE
728 ST HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

June 11, 1976

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Warren Richards
Labor Compliance Officer

Dear Mr. Richards:

Contractor: Klamath Paving Company
Contract #8238, Link River-Bisbee Street
Contract #8279, Modoc Point (Unit C & D)
Contract #8210, Barkley Springs-Algoma Section

Consistent with our discussions at the June 8, 1976 meeting held at the Highway Department, enclosed you will find United Pacific's drafts payable to the Operating Engineers Trust Fund covering the amount of fringe benefits determined by your office as owing the Operating Engineers Trust Fund for work performed by their members on the above project. It is our understanding you will forward these payments to the Operating Engineers Trust Fund in settlement of their claims against the State of Oregon or United Pacific's bonds on the above projects.

With respect to the matter of underpayment to employees of Concrete Products, Inc., would you kindly advise whether or not Mr. Flynn makes these payments promptly. If he does not, United Pacific will forward such payments to your office on each of the individual employees in settlement of their claims on the assurance that the State of Oregon Highway Division will remit the $5,000 amount withheld for this purpose to United Pacific Insurance Company.

Thanks again for your prompt cooperation in these matters.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

db
Enc.
cc: Cecil W. Head
Jack Sollis-Assistant Attorney General
Mr. Arnie McDowell

RECEIVED
JUN 14
COMMERCIAL SERVICES
Department of Transportation

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Highway Building

June 11, 1976

Mr. William P. Brandsness
Attorney at Law
411 Pine Street
Klamath Falls, OR 97601

RE: Klamath Paving Company Contracts No. 8210 - Barkley Springs - Algoma
No. 8279 - Modoc Point (Units C & D)
No. 8238 - Link River - Bisbee Street

Dear Mr. Brandsness:

I have received a copy of Mr. Charles L. Kobin's letter of May 26, 1976 and I am satisfied that the Highway Division has no obligation to make any payments under the above contracts to the trustees in bankruptcy and therefore I am advising the Highway Division to make all payments directly to the Bonding Company for the three contracts.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: Mr. Robert L. Miller
C. W. Head
Warren Richards
V. E. Skoog

By Irene P. Byrnes

ASPHALT PAVING CO.

GENERAL CONTRACTOR
P.O. Box 938 - 350 Spring Street
Klamath Falls, Oregon 97601
Phone 503/884-6521

ASPHALT PAVING
CRUSHED ROCK
GRADING
EXCAVATION
RENTALS

GENE R. BYRNES

June 2, 19 76

CONTRACTING PARTY: Oregon State Highway Division
Mr. E. J. Dunn, Resident Engineer

TYPE AND LOCATION OF WORK: (1) Barkley Springs Section } The Dalles-Calif. Hwy
(2) Modoc Point Section }

QUOTATIONS SUBJECT TO CHANGE OR CANCELLATION AFTER 30 DAYS

QUANTITY	UNIT	DESCRIPTION OF ITEM	UNIT PRICE	TOTAL PRICE
	(1)	Time and material plus 15% based on the following schedule:		
		Foreman and pickup w/2-way radio	$ 200. /day	
		Blade grader, operated and maintained	26.50/hr.	
		Oil distributor, " " "	26.50/hr.	
		10 cy dump truck, " " "	22.50/hr.	
		10-12 ton roller, " " "	22.50/hr.	
		Hotmix loaded into truck:	14.97/ton	
		Tack oil loaded into distributor:	.40/gal.	
		Laborer or raker -	13.50/hr.	

(2) Approximately 240 tons of class "C" hotmix machine-laid on "fog tack" and rolled with a 10-12 ton steel roller; includes signs, pilot car, flagmen, supervision, complete.
$ 27.80/ton

YOUR SIGNATURE ON ONE COPY RETURNED TO US WILL MAKE THIS A LEGAL CONTRACT FOR THE PERFORMANCE OF THE ABOVE WORK.

ACCEPTED:

ASPHALT PAVING CO.

BY Gene R. Byrnes

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

May 26, 1976

Mr. William P. Brandsness
Attorney at Law
411 Pine Street
Klamath Falls, Oregon 97601

Re: Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

Dear Mr. Brandsness:

Consistent with our telephone conversation of last week, I advised that we represent United Pacific Insurance Company. Your letter of May 11, 1976, received by United Pacific on May 17, 1976, was referred to our office for response.

As you are aware, United Pacific is payment-performance bond surety for Klamath Paving Company on three Oregon State Highway projects. Klamath Paving, as you are aware, defaulted on each of these projects as well as others.

Claims have been received by United Pacific against each of the three above jobs referred to in your letter. In fact, United Pacific has paid claims and is out-of-pocket to date in the amount of $49,399.86 (exclusive of costs of adjustment and attorney's fees).

There are also substantial outstanding contingent claims on each of the above jobs totalling in excess of $30,000, and costs in a yet undetermined amount which will necessarily be incurred by United Pacific in order to complete work on two of the three mentioned jobs.

As advised by phone, I suggested that there are a number of cases dealing with priority rights between surety and trustees in bankruptcy which have been on the books for many years. I direct your attention particularly to the following authorities which stand for the proposition that United Pacific, as surety for a defaulting contractor, has expended its funds and, as a result of such defaults, is entitled to priority with respect to

all job funds due or to become due from owner:

Pearlman v. Reliance Insurance Company, 371 US 132 (1962);

National Shawmut Bank v. New Amsterdam Casualty Co., 411 F.2d 843;

Prairie State National Bank v. U.S., 164 U.S. 227;

Home Indemnity Company v. U.S., 443 F.2nd 764 (1970); and

Aetna v. U.S., 435 F.2d. 1082.

An analysis of the above authorities is conclusive to me that United Pacific, under these circumstances, is entitled to all funds due or to become due from the State of Oregon from any other source on bonded jobs to the extent of United Pacific's loss.

I am sending a copy of this letter to the Oregon State Department of Transportation for their information, and request that the Department of Transportation, consistent with previous communications with United Pacific, send all job funds due or to become due to United Pacific Insurance Company.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

cc: Mr. Robert L. Miller of
United Pacific Insurance Company

Mr. C. W. Head of
Department of Transportation

Mr. Jack Sollis of
Department of Transportation

RECEIVED
MAY 27 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 — 383-1481

May 21, 1976

5/26 sent 6 copies to Salem and Salem

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Klamath Paving Company
Contract #8210 - Barkley Springs-Algoma
Contract #8279 - Modoc Point (Units C & D)
Contract #8238 - Link River-Bisbee Street

We acknowledge receipt of your May 4, 1976 letter concerning the additional items of work to be performed on Contract 8210 - Barkley Springs-Algoma Section, and 8279 - Modoc Point (Units C & D) Section. If it is possible for your resident engineers to prepare or obtain an estimate for doing the work on these two projects locally, we would like to have that information along with a copy of the estimate.

We also believe we can secure the services of Mr. Arnie McDowell who was formerly employed by Klamath Paving Company to accomplish this work. We are in the process of contacting Mr. McDowell in this regard.

We have also been informed that there are certain outstanding claims arising out of this project which have previously been discussed with representatives of the Highway Department, and Mr. McDowell has agreed to assist United Pacific with respect to negotiating settlement of the claims relating to these projects. We have been advised that there is a claim approximating $2,500 to be negotiated on the Modoc Point project. There is also a claim and remaining items to be negotiated on the Link River-Bisbee Street project, your Contract 8238. And, we understand there is a claim or contract adjustment to be made relating to the Barkley Springs contract. So, we would appreciate your representatives, who I believe may be Mr. Sandman and Mr. Poole, to meet with Mr. McDowell and myself at your office or the Highway Division office in Salem to try and arrive at some agreement with respect to the claims. If the Highway Division representatives could set a meeting date in Salem that is convenient some time during the first ten days of June, I am sure Mr. McDowell and I could arrange to meet with the Highway Division representatives.

In the meantime, we shall discuss this matter with Mr. McDowell and will request that he contact your representatives with respect to completing the work on the Barkley Springs and Modoc jobs.

In view of the bankruptcy filing of Pacific Crushing Co. dba Klamath Paving Co., it is obvious that Klamath Paving Co. is in default on its contracts with the State of Oregon. And, as you know, United Pacific contends it has a right to any and all contract funds due or to become due Klamath Paving Company on the State of Oregon

contracts. For your further information, United Pacific has paid out the sum of $84,733.24 in settlement of valid claims arising out of these contracts. Your records will reflect United Pacific received contract funds totaling $35,333.38 from the State of Oregon on these projects. The loss incurred to date by United Pacific is $49,399.86. Consequently, United Pacific must insist that any and all contract funds due or to become due Klamath Paving Company on these State of Oregon contracts be paid to United Pacific or that such funds be utilized by the State of Oregon to satisfy any valid statutory claims arising out of or relating to these Highway construction contracts.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

jc

RECEIVED
MAY 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: Sequential Numbers

Index:

INDEXING: Begins with 8259 #4 cont. Ends with: 8279 cont. on Reel 182

FLASH CARDS:

Remarks:

Reel No. 181 Reduction Ration 21X Project No ___

Camera: Name Bell & Howell Model Filemaster Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 6th day of March 19 86 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Tia Malory

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

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Signature Tia Mabry